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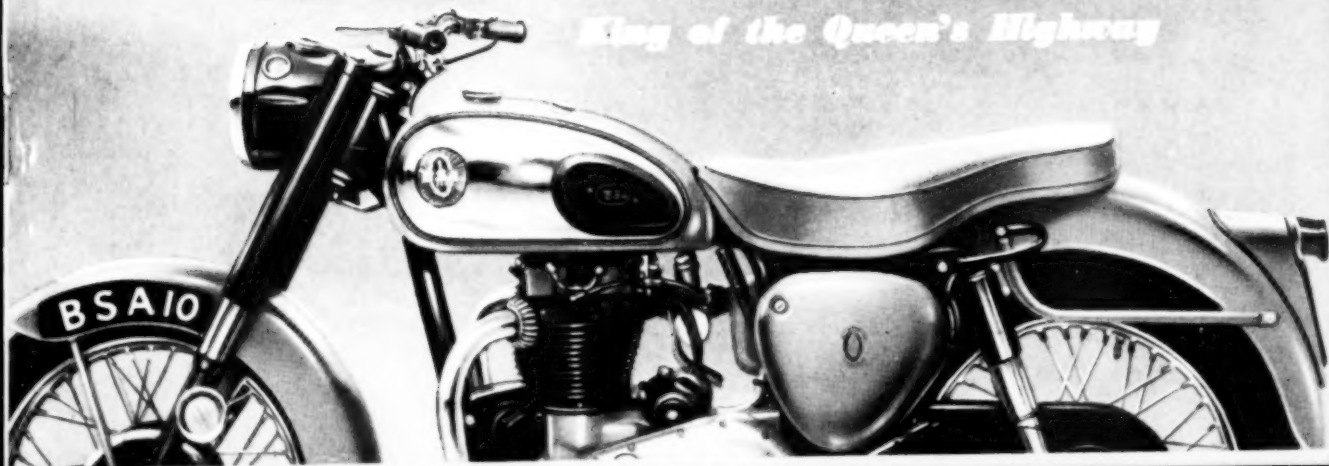
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| <b>WOLVERHAMPTON</b><br>Joseph Derry & Co. Ltd.,<br>54, Durban Road.<br>Phone: Wolverhampton 22986 | <b>HARLEY-DAVIDSON</b>   | <b>LONDON, S.W.6</b><br>P. H. Warr Ltd.,<br>104, Waterford Rd., Showroom: 611,<br>Kings Rd. Phone: BROWN 2854 | <b>ITOM</b>  | <b>LONDON, S.E.12</b><br>A. H. Tooley,<br>Station Garage, Burnt Ash Hill.<br>Phone: Lee 2574                                 | <b>LONDON, S.W.9</b><br>"Admiral" Sole Concessionaires,<br>61, Clapham Road.<br>Phone: Belmore 5972 |
| <b>JAMES</b>   | <b>ABERDEEN</b><br>George Chayns (Cycles) Ltd.,<br>117 & 147, Halfway Street.<br>Phone: 20341        | <b>BASINGSTOKE, Hants</b><br>Frost & Sons,<br>May Place, London Street.<br>Phone: Basingstoke 1538            | <b>BIGGLESWADE, Beds</b><br>Bryans,<br>25, 27 & 78, 79, Shortwood St.<br>Phone: Biggleswade 3105               | <b>BIRMINGHAM, 6</b><br>Aston Auto Motors,<br>175-177, Aston Road.<br>Phone: Aston Cross 3291-3299                           | <b>BISHOP'S STORTFORD</b><br>W. Searing,<br>North Street.<br>Phone: Bishop's Stortford 1897         |
| <b>BRISTOL</b><br>Powell's of Bristol,<br>78-106, Grosvenor Road.<br>Phone: 51555 & 9              | <b>CANTERBURY</b><br>Arter Bros. Ltd.,<br>A.S. Dover Rd., Barham.<br>Phone: Barham 536               | <b>CHIPPENHAM, Wilts</b><br>Roe and Hutton Ltd.,<br>Canaway.<br>Phone: Chippenham 2115                        | <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>434-436, Hertford Road.<br>Phone: Haverd 1631 & 2923 | <b>HIGH WYCOMBE, Bucks</b><br>A. W. Harrison & Sons Ltd.,<br>Wilton Hill Gar., London Road,<br>Leamwater. Phone: B.E.A. 1294 | <b>HYTHE, Kent</b><br>Rampart Garage Ltd.,<br>Rampart Road.<br>Phone: Hythe 67055                   |
| <b>ICKENHAM, Middx</b><br>Stan Gills,<br>3-4, Portland Parade.<br>Phone: Buxlip 5778               | <b>LIVERPOOL</b><br>The "Roe" Cycle & Motor Co. Ltd.,<br>17-19, Renshaw Street.<br>Phone: Royal 5275 | <b>LIVERPOOL</b><br>CUNDELL'S,<br>41 & 61, Byron Street.<br>Phone: Central 4145                               | <b>LONDON, E.17</b><br>Roe Street Garage Ltd.,<br>416-418, Roe St., Walthamstow.<br>Phone: Coppermill 1718     | <b>LONDON, S.E.26</b><br>Anker Motor Cycle Shop,<br>118a, 119a, Anker Road.<br>Phone: Epsom 4955                             | <b>BECKENHAM, Kent</b><br>Liffey (Beckenham) Ltd.,<br>180, Craydon Road.<br>Phone: Beckenham 6094   |

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| <b>HAIDENHEAD, Berks</b><br>Rob White,<br>15, York Road.<br>Phone: Maidenhead 3498                        | <b>NOTTINGHAM</b><br>J. E. Smith,<br>Newcastle Filling (Stn.), Southall Rd.,<br>Phone: 75531 | <b>PRESTON</b><br>Parish's Motor Exchange,<br>45 & 45-46, Corporation Street.<br>Phone: 4113                              | <b>SHIPLEY, Yorks</b><br>Allen Jeffries,<br>130, Shipley Road.<br>Phone: Shipley 24221           | <b>SHREWSBURY</b><br>W. Wilkes,<br>Castle Foregate.<br>Phone: Shrewsbury 4554                                       | <b>ST. ALBANS, Herts</b><br>Charles Motor Depot,<br>184, London Road.<br>Phone: 183        |
| <b>TENTERDEN, Kent</b><br>Karl Park Motor Cycles,<br>West Cross.<br>Phone: 497                            | <b>TROON, Ayrshire</b><br>Copper Bros.,<br>117-119, Trenchard St.<br>Phone: Troon 985        | <b>WELLING, Kent</b><br>A. Francis, Welles Motor Mart,<br>128, Park View Road.<br>Phone: Bealeghath 4298                  | <b>WESTCLIFF-ON-SEA</b><br>J. Gault & Sons,<br>255-261, London Road.<br>Phone: Southend 42215    | <b>WEST WICKHAM, Kent</b><br>John Surtees,<br>Phone: Springfield 3789   | <b>WHYTELEAF, Surrey</b><br>Rapid Motors,<br>64-74, Godestone Road.<br>Phone: Uplands 0595 |
| <b>WORKSOP, Notts</b><br>Rex Sugden Ltd.,<br>189, Gaisford Road.<br>Phone: 3085                           | <b>JAWA-CZ</b>   | <b>LONDON, N.7</b><br>Sole U.K. Concessionaires,<br>Industrie (London) Limited, 288,<br>Holloway Rd., Phone: North 6211-2 | <b>J.A.P.</b>  | <b>LONDON, N.W.16</b><br>Also Jackson Motor Export Ltd.,<br>1006, Harrow Rd., Kensal Green.<br>Phone: Ladbroke 2292 | <b>MAICO</b>   |
| <b>LONDON, S.W.7</b><br>Malins (Great Britain) Limited,<br>51a, Glenmore Road.<br>Phone: Fremantle 4515-6 | <b>MATCHLESS</b>   | <b>BECKENHAM, Kent</b><br>Liffey (Beckenham) Ltd.,<br>180, Craydon Road.<br>Phone: Beckenham 6094                         | <b>BIGGLESWADE, Beds</b><br>Bryans,<br>25, 27 & 78, 79, Shortwood St.<br>Phone: Biggleswade 3105 | <b>BISHOP'S STORTFORD</b><br>W. Searing,<br>North Street.<br>Phone: Bishop's Stortford 1897                         | <b>BRISTOL</b><br>Powell's of Bristol,<br>78-106, Grosvenor Road.<br>Phone: 51555 & 9      |



# THE MOTOR CYCLE MOTOR CYCLE SPECIALISTS continued

13 NOVEMBER 1958

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| <b>CANTERBURY</b><br>Arter Bros. Ltd.,<br>A.S. Dover Rd., Maidstone.<br>Phone: Barham 355 | <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>454-456, Northford Road.<br>Phone: Howard 1631 & 2925 | <b>HYTHE, Kent</b><br>Rampart Garage Ltd.,<br>Rampart Road.<br>Phone: Hythe 67969 | <b>LIVERPOOL</b><br>The "Bee" Cycle & Motor Co. Ltd.,<br>17-19, Besshow Street.<br>Phone: Regal 6375 | <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>416-418, Hoe St., Walthamstow.<br>Phone: Coppermill 1710 | <b>LONDON, S.E.3</b><br>Droopson Bros.,<br>18, Royal Parade, Beckenham.<br>Phone: Lee Green 7177 | <b>MAIDENHEAD, Berks</b><br>Bob White,<br>12, York Road.<br>Phone: Maidenhead 3429 | <b>NUNEATON</b><br>Nuneaton Motorcycle Dept.,<br>60-61, Abbey Street.<br>Phone: Nuneaton 2963 | <b>SHIPLEY, Yorks</b><br>Allan Jeffries,<br>129, Saltaire Road.<br>Phone: Shipley 54271 | <b>ST. ALBANS, Herts</b><br>Clarke Motor Dept.,<br>164, London Road.<br>Phone: 153 | <b>TENTERDEN, Kent</b><br>Karl Puch Motor Cycles,<br>West Green.<br>Phone: 487 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-119, Trowbridge.<br>Phone: Troon 925 | <b>WELLING, Kent</b><br>A. Francis, Welling Motor Mart,<br>179, Park View Road.<br>Phone: Beckenham 4396 | <b>WEST WICKHAM, Kent</b><br>John Barnes.<br>Phone: Springfield 3796 | <b>WHYTELEAF, Surrey</b><br>Rapid Motors,<br>64-74, Goldstone Road.<br>Phone: Uplands 0963 | <b>MOTO-GUZZI</b> | <b>ACTON TOWN, W.3</b><br>K.V.P. Motors Ltd.,<br>3, Central Parade.<br>Phone: Acton 9068 | <b>LONDON, S.W.9</b><br>Pride & Carter Ltd.,<br>126, Brookville Road.<br>Phone: Brixton 6251 | <b>NORMAN</b> | <b>BRADFORD, Yorks</b><br>Brook Lister,<br>152, Bridge Street.<br>Phone: 29966 | <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Charendon Avenue.<br>Phone: 943 | <b>OXFORD</b><br>Falkner & Son,<br>Carlisle Street.<br>Phone: Oxford 57279 | <b>PETERSFIELD, Hants</b><br>Bert Tarrant,<br>43-44, Dragon Street.<br>Phone: Petersfield 44 | <b>TENTERDEN, Kent</b><br>Karl Puch Motor Cycles,<br>West Green.<br>Phone: 487 |
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| <b>NORTON</b> | <b>BIGGLESWADE, Beds</b><br>Bryants,<br>85, 97 & 79, 74, Shortwood St.<br>Phone: Biggleswade 5106 | <b>BIRMINGHAM, 6</b><br>Acton Auto Motors,<br>178-177, Aston Road.<br>Phone: Acton Cross 2901-2993 | <b>BIRMINGHAM, 1</b><br>Colmore Depot Ltd.,<br>43-49, John Bright Street.<br>Phone: Midland 4277 | <b>BISHOP'S STORTFORD</b><br>W. Seaford,<br>North Street.<br>Phone: Bishop's Stortford 1997 | <b>BRISTOL</b><br>Fowler's of Bristol,<br>79-106, Grosvenor Road.<br>Phone: 51536 & 9 | <b>CHATHAM</b><br>Grays of Chatham Ltd.,<br>5-19, High Street.<br>Phone: Chatham 45065 | <b>CHIPPENHAM, Wilts</b><br>Rear and Haines Ltd.,<br>Canterbury.<br>Phone: Chippenham 3115 | <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>454-456, Northford Road.<br>Phone: Howard 1631 & 2925 | <b>HIGH WYCOMBE, Bucks</b><br>A. W. Harrison & Sons Ltd.,<br>White Hill Gar., London Rd.,<br>Leamington.<br>Phone: B.E.A. 1294 | <b>LONDON, W.1</b><br>M.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>29, Pondfield.<br>Phone: Grosvenor 0955 | <b>LONDON, W.11</b><br>M.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>196, Holland Park Ave., Park 2410 | <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>414-418, Hoe St., Walthamstow.<br>Phone: Coppermill 1710 | <b>LONDON, S.E.6</b><br>Droopson Bros.,<br>178-184, Brownhill Rd., Catford.<br>Phone: Rother Green 8888 | <b>LONDON, S.E.23</b><br>H. L. Daniels,<br>60, Dartmouth Rd., Forest Hill.<br>Phone: Forest Hill 5895 | <b>MIDDSOMER NORTON, Som</b><br>Arthur J. Mages & Co. (Motor Engrs)<br>Ltd.,<br>79, Midwich Road.<br>Phone: Midwich Norton 5381 | <b>PORTSMOUTH</b><br>E. W. Burnett & Sons,<br>Edin St. & St. James Rd., Southsea.<br>Phone: Portsmouth 23159 | <b>PRESTON</b><br>Parrish's Motor Exchange,<br>45 & 49-51, Corporation Street.<br>Phone: 4113 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-119, Trowbridge.<br>Phone: Troon 925 | <b>WELLING, Kent</b><br>A. Francis, Welling Motor Mart,<br>179, Park View Road.<br>Phone: Beckenham 4396 | <b>WELLING, Kent</b><br>Allan Yvonne Motor Cycles,<br>75, Upper Wickham Lane.<br>Phone: Wadsworth 6943 | <b>WESTCLIFF-ON-SEA</b><br>J. Cootin & Sons,<br>285-241, London Road.<br>Phone: Southend 42315 | <b>WEST WICKHAM, Kent</b><br>John Barnes.<br>Phone: Springfield 3796 |
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| <b>WOKING, Surrey</b><br>M.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>67, Goldsworth Rd., Woking 5231 | <b>N.S.U.</b> | <b>LIVERPOOL</b><br>The "Bee" Cycle & Motor Co. Ltd.,<br>17-19, Besshow Street.<br>Phone: Regal 6375 | <b>SHIPLEY, Yorks</b><br>Allan Jeffries,<br>129, Saltaire Road.<br>Phone: Shipley 54271 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-119, Trowbridge.<br>Phone: Troon 925 | <b>PANTHER</b> | <b>BATH</b><br>R. U. Holway & Son,<br>9, Barton Street.<br>Phone: Bath 5094, 54101 | <b>HAYWARDS HEATH</b><br>Steeles,<br>Tuning the Broadway.<br>Phone: Haywards Heath 294 | <b>LONDON, S.W.19</b><br>Rapid Motors,<br>280-288, Haydon Road.<br>Phone: Chiswick 2209 | <b>READING</b><br>Jack Hill,<br>53, Southampton Street.<br>Phone: Reading 55121 | <b>TROWBRIDGE, Wilts</b><br>E. U. Holway & Son,<br>58, Trowbridge Street.<br>Phone: Trowbridge 3096 | <b>PUCH</b> | <b>BASINGSTOKE, Hants</b><br>Fred G. Stide,<br>May Place, London Street.<br>Phone: Basingstoke 1355 | <b>ROYAL ENFIELD</b> | <b>BELFAST</b><br>Andrews Motor Cycle Dept.,<br>Grosvenor Street.<br>Phone: 25747 & 57915 | <b>BIGGLESWADE, Beds</b><br>Bryants,<br>85, 97 & 79, 74, Shortwood St.<br>Phone: Biggleswade 5106 | <b>BISHOP'S STORTFORD</b><br>W. Seaford,<br>North Street.<br>Phone: Bishop's Stortford 1997 | <b>CARMARTHEN, Sth Wales</b><br>W. Edwards & Sons (Carmarthen)<br>Ltd.,<br>Tory Road.<br>Phone: Carmarthen 6492 (2 lines) | <b>HAYWARDS HEATH</b><br>Steeles,<br>Tuning the Broadway.<br>Phone: Haywards Heath 294 | <b>HIGH WYCOMBE, Bucks</b><br>A. W. Harrison & Sons Ltd.,<br>White Hill Gar., London Rd.,<br>Leamington.<br>Phone: B.E.A. 1294 | <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Charendon Avenue.<br>Phone: 943 | <b>LIVERPOOL</b><br>The "Bee" Cycle & Motor Co. Ltd.,<br>17-19, Besshow Street.<br>Phone: Regal 6375 | <b>LONDON, W.4</b><br>E.S. Motors,<br>215, High Road, Chiswick.<br>Phone: Chiswick 2246 |
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| <b>LONDON, S.E.6</b><br>Droopson Bros.,<br>178-184, Brownhill Rd., Catford.<br>Phone: Rother Green 8888 | <b>READING</b><br>Jack Hill,<br>53, Southampton Street.<br>Phone: Reading 55121 | <b>SHREWSBURY</b><br>W. Wilkins,<br>Castle Foregate.<br>Phone: Shrewsbury 1534 | <b>ST. ALBANS, Herts</b><br>Clarke Motor Dept.,<br>164, London Road.<br>Phone: 153 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-119, Trowbridge.<br>Phone: Troon 925 | <b>WELLING, Kent</b><br>A. Francis, Welling Motor Mart,<br>179, Park View Road.<br>Phone: Beckenham 4396 | <b>WESTCLIFF-ON-SEA</b><br>J. Cootin & Sons,<br>285-241, London Road.<br>Phone: Southend 42315 | <b>SUN</b> | <b>BRISTOL</b><br>Jim Whalley Ltd.,<br>126, Cliftonham Road.<br>Phone: 44519 | <b>LONDON, W.1</b><br>M.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>29, Pondfield.<br>Phone: Grosvenor 0955 | <b>LONDON, W.11</b><br>M.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>196, Holland Park Ave., Park 2410 | <b>OXFORD</b><br>Falkner & Son,<br>Carlisle Street.<br>Phone: Oxford 57279 | <b>PORTSMOUTH</b><br>Parrish's (Weymouth) Ltd.,<br>280, London Road.<br>Phone: Portsmouth 23159 | <b>ST. ALBANS, Herts</b><br>Clarke Motor Dept.,<br>164, London Road.<br>Phone: 153 | <b>WOKING, Surrey</b><br>M.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>67, Goldsworth Rd., Woking 5231 | <b>TRIUMPH</b> | <b>ABERDEEN</b><br>George Chrym (Cycles) Ltd.,<br>117 & 147, Balgownie Street.<br>Phone: 30041 | <b>BEXHILL-ON-SEA</b><br>T. A. E. Clark,<br>74, London Road.<br>Phone: Bexhill 961 | <b>BIGGLESWADE, Beds</b><br>Bryants,<br>85, 97 & 79, 74, Shortwood St.<br>Phone: Biggleswade 5106 | <b>BIRMINGHAM, 1</b><br>Colmore Depot Ltd.,<br>43-49, John Bright Street.<br>Phone: Midland 4277 | <b>BISHOP'S STORTFORD</b><br>W. Seaford,<br>North Street.<br>Phone: Bishop's Stortford 1997 | <b>CARDIFF</b><br>Robert Evans & Son,<br>29-30, Castle Street.<br>Phone: 27477 | <b>CHIPPENHAM, Wilts</b><br>Rear and Haines Ltd.,<br>Canterbury.<br>Phone: Chippenham 3115 |
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| <b>TRIUMPH CONTINUED</b> | <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>454-456, Northford Road.<br>Phone: Howard 1631 & 2925 | <b>HAMMELSMITH, W.3</b><br>P. Freeman (Hammermill) Ltd.,<br>82, 84, 86, Hammermill Bridge Rd.<br>Phone: Riverside 2957 | <b>HIGH WYCOMBE, Bucks</b><br>A. W. Harrison & Sons Ltd.,<br>White Hill Gar., London Rd.,<br>Leamington.<br>Phone: B.E.A. 1294 | <b>HOUNSLOW</b><br>Stanley's Motors (Est. 1908),<br>45-49, Lampton Road.<br>Phone: Hounslow 1849 | <b>LEEDS, 1</b><br>B. J. Jenkins (Leeds) Ltd.,<br>21, Lower Beckett.<br>Phone: 26536 | <b>LINCOLN</b><br>Woods (Lincoln) Ltd.,<br>116, High Street.<br>Phone: Lincoln 51992 | <b>LIVERPOOL</b><br>The "Bee" Cycle & Motor Co. Ltd.,<br>17-19, Besshow Street.<br>Phone: Regal 6375 | <b>LONDON, N.8</b><br>Brookers Motor Cycles,<br>2, Queens Parade, Green Lane.<br>Phone: Musgrave 9294 | <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>414-418, Hoe St., Walthamstow.<br>Phone: Coppermill 1710 | <b>LONDON, S.E.22</b><br>Pallins Motor Cycles,<br>84, Ladbroke Lane.<br>Phone: Port Hill 2216 | <b>LONDON, VAUXHALL</b><br>Harvey (Lambeth) Ltd.,<br>67, South Lambeth Rd., S.W.4.<br>Phone: Rolfes 0961 | <b>MAIDENHEAD, Berks</b><br>Bob White,<br>12, York Road.<br>Phone: Maidenhead 3429 | <b>NUNEATON</b><br>Nuneaton Motorcycle Dept.,<br>60-61, Abbey Street.<br>Phone: Nuneaton 2963 | <b>PORTSMOUTH</b><br>E. W. Burnett & Sons,<br>Edin St. & St. James Rd., Southsea.<br>Phone: Portsmouth 23159 | <b>PRESTON</b><br>Parrish's Motor Exchange,<br>45 & 49-51, Corporation Street.<br>Phone: 4113 | <b>READING</b><br>Jack Hill,<br>53, Southampton Street.<br>Phone: Reading 55121 | <b>RICHMOND, Surrey</b><br>Rearwoods of Richmond Ltd.,<br>14, 18, 19, Key Post Road.<br>Phone: Richmond 2645 | <b>SHIPLEY, Yorks</b><br>Allan Jeffries,<br>129, Saltaire Road.<br>Phone: Shipley 54271 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-119, Trowbridge.<br>Phone: Troon 925 | <b>WELLING, Kent</b><br>A. Francis, Welling Motor Mart,<br>179, Park View Road.<br>Phone: Beckenham 4396 | <b>WEST WICKHAM, Kent</b><br>John Barnes.<br>Phone: Springfield 3796 | <b>WOLVERHAMPTON</b><br>Joseph Dwyer & Co. Ltd.,<br>60, Darlington Street.<br>Phone: Wolverhampton 29046 | <b>WORKSOP, Notts</b><br>Rear and Haines Ltd.,<br>168, Garswood Road.<br>Phone: 3853 |
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# THE MOTOR CYCLE MOTOR CYCLE SPECIALISTS

## VELOCETTE

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| <b>BIGGLESWADE, Beds</b><br>Byzania,<br>55, 57 & 73, 74, Shortwood St.,<br>Phone: Biggleswade 3198                             |
| <b>BISHOP'S STORTFORD</b><br>W. Swaine,<br>Bath Street,<br>Phone: Bishop's Stortford 1807                                      |
| <b>GARMARTHEN, S. Wales</b><br>W. Edwards & Sons (Carmarthen)<br>Ltd.,<br>Trove Road,<br>Phone: Carmarthen 6495 (3 lines)      |
| <b>HIGH WYCOMBE, Bucks</b><br>A. W. Harrison & Sons Ltd.,<br>White Hill Gar., London Rd.,<br>Leamington,<br>Phone: B.E.A. 1994 |
| <b>LEEDS, 6</b><br>"The Motor Cycle Centre",<br>(Graveland Motors Ltd.), 58-61,<br>Brudenell Rd. Phone: 58251 (3 lines)        |

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| <b>LONDON, S.E.12</b><br>A. H. Tooley,<br>Batham Green, Burnt Ash Hill,<br>Phone: Lee 9574     |
| <b>LONDON, S.W.19</b><br>Rout Motors,<br>288-289, Epsom Road,<br>Phone: Chertsey 3099          |
| <b>NOTTINGHAM</b><br>W. A. Wing Ltd.,<br>152, Mansfield Road, Daybrook,<br>Phone: 26-8199      |
| <b>NUNEATON</b><br>Nuneaton Motorcycles Depot,<br>68-71, Abbey Street,<br>Phone: Nuneaton 9668 |

## OXTED, Surrey

T. G. Miller,  
High Street,  
Phone: Oxted 2555, Extn. 2

## PORTSMOUTH

E. W. Burnett & Sons,  
Hilton St., & St. James Rd., Southern,  
Phone: Portsmouth 91139

## PRESTON

Parish's Motor Repairs,  
45 & 55-56, Corporation Street,  
Phone: 4115

## SHEPHERDS BUSH, W.12

L. Vernon Ltd.,  
147, 149, 151, Goldhawk Road,  
Phone: Shepherd's Bush 1154-8

## SHREWSBURY

W. Wilson,  
Castle Foregate,  
Phone: Shrewsbury 4534

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| <b>SLOUGH, Bucks</b><br>Lee Jones,<br>248, Bush Road West,<br>Phone: Slough 1057                           |
| <b>STOKE-ON-TRENT, Staffs</b><br>Vic Gifford,<br>62, Broad Street, Blakely,<br>Phone: Stoke-on-Trent 38954 |
| <b>TROON, Ayrshire</b><br>Gosper Bros.,<br>217-185, Townhill,<br>Phone: Troon 926                          |
| <b>TROWBRIDGE, Wilts</b><br>B. U. Holloway & Son,<br>63, Bedford Street,<br>Phone: Trowbridge 3988         |

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| <b>TWICKENHAM, Middx</b><br>L. Leach,<br>128, North Road,<br>Phone: Pinner 4533                            |
| <b>WELLING, Kent</b><br>A. Francis, Welling Motor Mart,<br>178, Park View Road,<br>Phone: Bellinghath 4598 |
| <b>WEST WICKHAM, Kent</b><br>John Surtees,<br>Phone: Springpark 3700                                       |
| <b>WHYTELEAF, Surrey</b><br>Rapid Motors,<br>68-74, Deddons Road,<br>Phone: Upland 0988                    |
| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728   |

## SIDECAR SPECIALISTS

## ANDRE

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| <b>LONDON, E.8</b><br>Andre Sidocars,<br>488, Andre Street, Hackney,<br>Phone: Clissold 6438 |
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## BLACKNELL

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| <b>BRISTOL</b><br>Powell's of Bristol,<br>79-108, Grevener Road,<br>Phone: 51558 & 9 |
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| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728 |
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## B.S.A.

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| <b>ST. ALBANS, Herts</b><br>Charles Motor Depot,<br>184, London Road,<br>Phone: 168 |
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## BUSMAR

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| <b>COVENTRY</b><br>Ray Bennett & Co. Ltd.,<br>105-104, Spun Road,<br>Phone: 64999 |
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| <b>LEEDS, 1</b><br>B. J. Jenkins (Leeds) Ltd.,<br>81, Lower Briggate,<br>Phone: 36558 |
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| <b>LIVERPOOL</b><br>The "See" Cycle & Motor Co. Ltd.,<br>17-19, Bonshaw Street,<br>Phone: Royal 6275 |
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| <b>LONDON, W.12</b><br>West London Motor Agencies Ltd.,<br>498, Uxbridge Road,<br>Phone: Shepherd's Bush 1151 |
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| <b>TROON, Ayrshire</b><br>Gosper Bros.,<br>117-159, Townhill,<br>Phone: Troon 926 |
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| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728 |
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## CANTERBURY

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| <b>BISHOP'S STORTFORD</b><br>W. Swaine,<br>Bath Street,<br>Phone: Bishop's Stortford 1807 |
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| <b>BRISTOL</b><br>Powell's of Bristol,<br>79-108, Grevener Road,<br>Phone: 51558 & 9 |
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| <b>COVENTRY</b><br>Ray Bennett & Co. Ltd.,<br>105-104, Spun Road,<br>Phone: 64999 |
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| <b>LIVERPOOL</b><br>The "See" Cycle & Motor Co. Ltd.,<br>17-19, Bonshaw Street,<br>Phone: Royal 6275 |
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| <b>LONDON, W.12</b><br>West London Motor Agencies Ltd.,<br>498, Uxbridge Road,<br>Phone: Shepherd's Bush 1151 |
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| <b>NOTTINGHAM</b><br>E. W. Gammon & Sons Ltd.,<br>Arkwright St. & Queens Rd.,<br>Phone: Nottingham 52444 |
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| <b>WEST WICKHAM, Kent</b><br>John Surtees,<br>Phone: Springpark 3700 |
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## CANTERBURY CONTINUED

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| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728 |
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## GARRARD

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| <b>BRISTOL</b><br>Powell's of Bristol,<br>79-108, Grevener Road,<br>Phone: 51558 & 9 |
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| <b>LONDON, W.12</b><br>West London Motor Agencies Ltd.,<br>498, Uxbridge Road,<br>Phone: Shepherd's Bush 1151 |
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## RAVEN

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| <b>CHESHUNT, Herts</b><br>Ray Bennett & Co. Ltd.,<br>North Side, Colindale Lane,<br>Phone: Waltham Cross 5959 |
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## STEIB

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| <b>ISLEWORTH, Middx</b><br>A.P.F. Ltd.,<br>Falcon Works, 490, London Rd.,<br>Phone: Hounslow 9111 |
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## STREAMLINE

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| <b>LOUGHTON, Essex</b><br>Streamline Sidocars,<br>1, Beccary Lane,<br>Phone: Loughton 0500 |
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## SURREY

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| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728 |
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## SWALLOW

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| <b>TROON, Ayrshire</b><br>Gosper Bros.,<br>117-159, Townhill,<br>Phone: Troon 926 |
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| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728 |
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## WATSONIAN

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| <b>BRISTOL</b><br>Powell's of Bristol,<br>79-108, Grevener Road,<br>Phone: 51558 & 9 |
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| <b>BRISTOL, 6</b><br>S. J. Fair Motors Ltd.,<br>301-3, Cheltenham Road,<br>Phone: 68928 |
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| <b>COVENTRY</b><br>Ray Bennett & Co. Ltd.,<br>105-104, Spun Road,<br>Phone: 64999 |
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| <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>434-436, North Road,<br>Phone: Haverhill 1621 & 2801 |
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| <b>GUILDFORD, Surrey</b><br>Watson & Phillips Ltd.,<br>Woodbridge Road,<br>Phone: 3541 |
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## WATSONIAN CONTINUED

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| <b>HAMMERSMITH, W.6</b><br>P. Freeman (Hammersmith) Ltd.,<br>58, 54, 55, Hammersmith Bridge Rd.,<br>Phone: B1 Verelst 1987 |
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| <b>LEEDS, 1</b><br>B. J. Jenkins (Leeds) Ltd.,<br>81, Lower Briggate,<br>Phone: 36558 |
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| <b>LIVERPOOL</b><br>The "See" Cycle & Motor Co. Ltd.,<br>17-19, Bonshaw Street,<br>Phone: Royal 6275 |
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| <b>LIVERPOOL</b><br>GOSKEL'S<br>41 & 41, Byrom Street,<br>Phone: 4146 |
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| <b>LONDON, W.12</b><br>West London Motor Agencies Ltd.,<br>498, Uxbridge Road,<br>Phone: Shepherd's Bush 1151 |
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| <b>PARKSTONE, Dorset</b><br>Bob Foster,<br>475, Ashby Road, Poole,<br>Phone: Parkstone 2880 |
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| <b>ST. ALBANS, Herts</b><br>Charles Motor Depot,<br>184, London Road,<br>Phone: 168 |
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| <b>TROON, Ayrshire</b><br>Gosper Bros.,<br>117-159, Townhill,<br>Phone: Troon 926 |
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| <b>WEST WICKHAM, Kent</b><br>John Surtees,<br>Phone: Springpark 3700 |
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| <b>WOLVERHAMPTON</b><br>L. Perks (Motors),<br>Wyalit Ave. Corner, Parkfield Rd.,<br>Phone: Bilston 41728 |
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## THREE WHEELER SPECIALISTS

## BOND MINICAR

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| <b>BOURNEMOUTH</b><br>Rambourne Motors Ltd.,<br>188, Chichester Road,<br>Phone: Winton 1902 |
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| <b>BURNHAM, Bucks</b><br>Burnham Motors,<br>Phone: Burnham 154 |
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| <b>DARTFORD, Kent</b><br>Bernard T. J. Diamond,<br>154, The Road,<br>Phone: Dartford 2579 |
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| <b>HOUNSLOW, Middx</b><br>Stanley's Motors (Std. 1908),<br>68-68, Lampton Road,<br>Phone: Hounslow 1949 |
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| <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Clarendon Avenue,<br>Phone: 542 |
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| <b>LONDON, W.1</b><br>H.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>31, Finsbury, Phone: Gerard 9658 |
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| <b>LONDON, W.11</b><br>H.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>198, Holland Park Ave. Port 2410 |
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| <b>NORWICH</b><br>Ford Motor Co. Ltd.,<br>Ayrham Road,<br>Phone: Norwich 45054 |
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| <b>PRESTON, Lancs</b><br>Lombard Gargan Ltd.,<br>Charley Street,<br>Phone: Preston 6245 |
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| <b>READING</b><br>Jack Hill,<br>28, Southampton Street,<br>Phone: Reading 28191 |
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| <b>SITTINGBOURNE, Kent</b><br>E. G. Pritchard Ltd.,<br>Chalfont Road,<br>Phone: Sittingbourne 585-5 |
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| <b>SOUTHALL, Middx</b><br>Tuff Motors,<br>445 & 447, Uxbridge Road,<br>Phone: Southall 9126 |
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| <b>TOTTENHAM, N.17</b><br>Lombard Gargan Ltd.,<br>796, 798 & 710, High Road,<br>Phone: Tottenham 2221-2467 |
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| <b>WOKING, Surrey</b><br>H.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>67, Goldsmith Rd. Woking 2551 |
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## CORONET

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| <b>PRESTON, Lancs</b><br>Lombard Gargan Ltd.,<br>Charley Street,<br>Phone: Preston 6245 |
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## HEINKEL

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| <b>BOURNEMOUTH</b><br>Rambourne Motors Ltd.,<br>188, Chichester Road,<br>Phone: Winton 1902 |
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| <b>BROMLEY, Kent</b><br>Johnston & Brown,<br>288-278, High Street,<br>Phone: Bromley 7719 |
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| <b>FOLKESTONE, Kent</b><br>C. L. & H. L. Stoddard Ltd.,<br>Christchurch Road,<br>Phone: Folkestone 2725 & 2800 |
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| <b>HOUNSLOW, Middx</b><br>Stanley's Motors (Std. 1908),<br>68-68, Lampton Road,<br>Phone: Hounslow 1949 |
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| <b>LONDON, W.1</b><br>H.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>31, Finsbury, Phone: Gerard 9658 |
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| <b>LONDON, W.11</b><br>H.P.E.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>198, Holland Park Ave. Port 2410 |
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| <b>READING</b><br>Great Western Motors,<br>15, Station Road,<br>Phone: Reading 28971 |
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### THREE WHEELER SPECIALISTS

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| <b>WORKING, Surrey</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251 |
| <b>ISETTA</b><br>3 & 4 WHEELERS   |
| <b>BROMLEY, Kent</b><br>Johnson & Brown,<br>986-978, High Street.<br>Phone: Ravensbourne 7715                           |
| <b>CHIPPENHAM, Wilts</b><br>Rams and Nelson Ltd.,<br>Canterbury.<br>Phone: Chippenham 2115                              |
| <b>DOVER, Kent</b><br>Southern Autos Ltd.<br>Phone: Dover 1725  |
| <b>HOUNSLOW, Middx</b><br>Stanley's Motors (Est. 1922),<br>46-48, Langdon Road.<br>Phone: Hounslow 1549                 |
| <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Clarendon Avenue.<br>Phone: 945                                      |
| <b>LIVERPOOL</b><br>The "See" Cycle & Motor Co. Ltd.,<br>17-19, Renshaw Street.<br>Phone: Royal 6375                    |
| <b>LONDON, W.I</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251     |

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| <b>LONDON, W.II</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>186, Holland Park Ave., Park 2410   |
| <b>LONDON</b><br>Walter Scott Motor Co. Ltd.,<br>59, College Green, Hampstead.<br>Phone: Primrose 4498                 |
| <b>WOKING, Surrey</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251 |
| <b>MESSERSCHMITT</b>   |
| <b>BOURNEMOUTH</b><br>Kashbourne Motors Ltd.,<br>225, Charlotte Road.<br>Phone: Winton 1403                            |
| <b>BROMLEY, Kent</b><br>Johnson & Brown,<br>986-978, High Street.<br>Phone: Ravensbourne 7715                          |
| <b>HAMPSHIRE</b><br>Yestwood Motors,<br>201, Salisbury Road, Totton.<br>Phone: Totton 2611/2                           |
| <b>HOUNSLOW, Middx</b><br>Stanley's Motors (Est. 1922),<br>46-48, Langdon Road.<br>Phone: Hounslow 1549                |

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| <b>LONDON, W.I</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251    |
| <b>LONDON, W.II</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>186, Holland Park Ave., Park 2410   |
| <b>PLYMOUTH, Devon</b><br>Officer Garson,<br>87, Cowhill Road, Cowhill.<br>Phone: Plymouth 72545                       |
| <b>WOKING, Surrey</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251 |
| <b>NOBEL</b>   |
| <b>BROMLEY, Kent</b><br>Johnson & Brown,<br>986-978, High Street.<br>Phone: Ravensbourne 7715                          |
| <b>RELIANT</b>   |
| <b>FOLKESTONE, Kent</b><br>C. L. & H. L. Stoddell Ltd.,<br>Christchurch Road.<br>Phone: Folkestone 2726 & 2659         |

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| <b>GUILDFORD, Surrey</b><br>Watson & Phillips Ltd.,<br>Woodbridge Road.<br>Phone: 2241                               |
| <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Clarendon Avenue.<br>Phone: 945                                   |
| <b>LONDON, W.I</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251  |
| <b>LONDON, W.II</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>186, Holland Park Ave., Park 2410 |
| <b>MANCHESTER</b><br>Hunt Cycle & Motor Depot Ltd.,<br>231-7, Bradford Road.<br>Phone: Moss Side 1568                |
| <b>NORWICH</b><br>Parker Motor Co. Ltd.,<br>Aylsham Road.<br>Phone: Norwich 45054                                    |
| <b>PARKSTONE, Dorset</b><br>Bob Foster,<br>472, Ashley Road, Poole.<br>Phone: Parkstone 3506                         |
| <b>PRESTON, Lancs</b><br>Lorham Garson Ltd.,<br>Charley Street.<br>Phone: Preston 6242                               |

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| <b>WOKING, Surrey</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251 |
| <b>SCOOTACAR</b>   |
| <b>LONDON, W.I</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251    |
| <b>LONDON, W.II</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>186, Holland Park Ave., Park 2410   |
| <b>WOKING, Surrey</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251 |
| <b>TOURETTE</b>  |
| <b>LONDON, W.I</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251    |
| <b>LONDON, W.II</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>186, Holland Park Ave., Park 2410   |
| <b>WOKING, Surrey</b><br>M.P.H.W. Sales Ltd.,<br>The Miniature Motor Specialists,<br>87, Goldersworth Rd., Woking 2251 |

### SPARES SPECIALISTS

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| <b>A.J.S.</b><br>MOTOR CYCLE   |
| <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Clarendon Avenue.<br>Phone: 945                         |
| <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>414-418, Hoe St., Walthamstow.<br>Phone: Coppermill 1710 |
| <b>ARIEL</b><br>MOTOR CYCLE  |
| <b>LONDON, S.E.11</b><br>Writers Ltd.,<br>181-183, Kensington Lane.<br>Phone: Rolfson 1307                 |
| <b>LONDON, S.W.9</b><br>Pride & Clark Ltd.,<br>158, Stockwell Road.<br>Phone: Brixton 9251                 |
| <b>NOTTINGHAM</b><br>J. E. Brodick,<br>Newcastle Village Stn., Rutland Rd.<br>Phone: 75511                 |
| <b>BLACKNELL</b><br>SIDECAR  |
| <b>WOLVERHAMPTON</b><br>L. Parks (Motor),<br>Wyllt Ave. Corner, Parkfield Rd.<br>Phone: Bilton 41729       |
| <b>B.S.A.</b><br>MOTOR CYCLE   |
| <b>ASHFORD, Kent</b><br>C. Hayward & Son Ltd.,<br>58-60, New Street.<br>Phone: 754-5-6                     |
| <b>BATH</b><br>R. E. Salway & Son,<br>9, Barton Street.<br>Phone: Bath 3054/3431                           |
| <b>BRADFORD</b><br>J. E. Brodick,<br>41, Wakefield Road.<br>Phone: 75545                                   |

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| <b>B.S.A.</b><br>MOTOR CYCLE—Contd.   |
| <b>DERBY</b><br>Ingle of Derby,<br>Waltham Road.<br>Phone: 22920  |
| <b>ILKESTON, Derbys</b><br>Ray Gumble,<br>Folton Street.<br>Phone: Ilkeston 973                                     |
| <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Clarendon Avenue.<br>Phone: 945                                  |
| <b>LEICESTER</b><br>R. W. Garsington & Sons Ltd.,<br>Welford Place.<br>Phone: Leicester 58554                       |
| <b>LIVERPOOL</b><br>CUNDELL'S,<br>41 & 41, Bryson Street.<br>Phone: Central 4145                                    |
| <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>414-418 Hoe St., Walthamstow.<br>Phone: Coppermill 1710           |
| <b>LONDON, S.E.11</b><br>Writers Ltd.,<br>181-183, Kensington Lane.<br>Phone: Rolfson 1302                          |
| <b>LONDON, S.E.13</b><br>P. Parks & Son Ltd.,<br>494, High St., Lewisham.<br>Phone: Lee Green 6535                  |
| <b>LONDON, S.W.9</b><br>Pride & Clark Ltd.,<br>158, Stockwell Road.<br>Phone: Brixton 9251                          |
| <b>LONDON, S.W.11</b><br>Owen Bros.,<br>18, Balldown Rise, Clapham Junction.<br>Phone: Bal 3116, M/Cycles: Bal 3255 |
| <b>NOTTINGHAM</b><br>R. W. Garsington & Sons Ltd.,<br>Schweitzer St. and Queens Rd.<br>Phone: Nottingham 53444      |
| <b>NOTTINGHAM</b><br>J. E. Brodick,<br>Newcastle Village Stn., Rutland Rd.<br>Phone: 75511                          |
| <b>OXFORD</b><br>Faulkner & Son,<br>Gardiner Street.<br>Phone: Oxford 27279   |

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| <b>B.S.A.</b><br>MOTOR CYCLE—Contd.   |
| <b>OXFORD</b><br>TEMPLE'S,<br>38, Park End Street.<br>Phone: Oxford 47494   |
| <b>ST. ALBANS, Herts</b><br>Clarks Motor Depot,<br>154, London Road.<br>Phone: 153                                  |
| <b>WORKSOP, Notts</b><br>Hors Supton Ltd.,<br>199, Salsford Road.<br>Phone: 5053                                    |
| <b>B.M.W.</b><br>MOTOR CYCLE  |
| <b>ISLEWORTH, Middx</b><br>A.F.N. Ltd.,<br>1 Palace Works, 400, London Rd.<br>Phone: Hounslow 0911                  |
| <b>LONDON, W.12</b><br>M.L.G. Motor Cycles Ltd.,<br>105, Goldhawk Road.<br>Phone: She 9729                          |
| <b>BUSMAR</b><br>SIDECAR  |
| <b>WOLVERHAMPTON</b><br>L. Parks (Motor),<br>Wyllt Ave. Corner, Parkfield Rd.<br>Phone: Bilton 41729                |
| <b>CANTERBURY</b><br>SIDECAR  |
| <b>WOLVERHAMPTON</b><br>L. Parks (Motor),<br>Wyllt Ave. Corner, Parkfield Rd.<br>Phone: Bilton 41729                |
| <b>EXCELSIOR</b><br>MOTOR CYCLE   |
| <b>LONDON, N.W.16</b><br>Alan Jackson Motor Export Ltd.,<br>1696 Harrow Rd., Kewall Green.<br>Phone: Ladbroke 27299 |
| <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>414-418 Hoe St., Walthamstow.<br>Phone: Coppermill 1710           |

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| <b>EXCELSIOR</b><br>MOTOR CYCLE—Contd.  |
| <b>LONDON, S.E.23</b><br>Bellamy's Auto Service Ltd.,<br>3, Ladbroke Lane, Dulwich.<br>Phone: New Cross 0666      |
| <b>FRANCIS-BARNETT</b><br>MOTOR CYCLE   |
| <b>BRISTOL</b><br>Parker's of Bristol,<br>79-104, Grosvenor Road.<br>Phone: 51528 & 9                             |
| <b>LEAMINGTON SPA</b><br>Jack Butler & Co.,<br>1a, Clarendon Avenue.<br>Phone: 945                                |
| <b>LONDON, E.17</b><br>Hoe Street Garage Ltd.,<br>414-418 Hoe St., Walthamstow.<br>Phone: Coppermill 1710         |
| <b>LONDON, S.E.23</b><br>Bellamy's Auto Service Ltd.,<br>3, Ladbroke Lane, Dulwich.<br>Phone: New Cross 0666      |
| <b>LONDON, S.W.9</b><br>Walkman Motors Ltd.,<br>124-126, Stockwell Road.<br>Phone: Brixton 9238                   |
| <b>GILERA</b><br>MOTOR CYCLE  |
| <b>LONDON, S.W.9</b><br>Pride & Clark Ltd.,<br>158, Stockwell Road.<br>Phone: Brixton 9251                        |
| <b>HARLEY-DAVIDSON</b><br>MOTOR CYCLE   |
| <b>LONDON, S.W.6</b><br>F. H. Watt Ltd., 194, Waterford Rd.,<br>Shannonville, 611 Kings Rd.<br>Phone: REXham 9254 |
| <b>ITOM</b><br>MOTOR CYCLE  |
| <b>LONDON, S.W.9</b><br>"Admiral" Sales Corporation,<br>61, Clapham Road.<br>Phone: Rolfson 9279                  |

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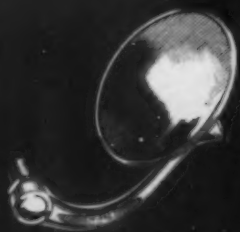
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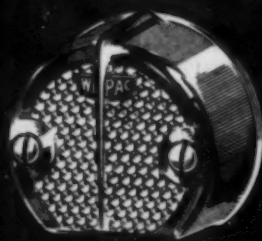
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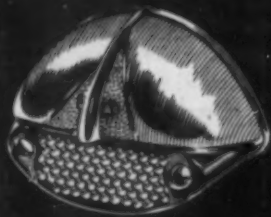
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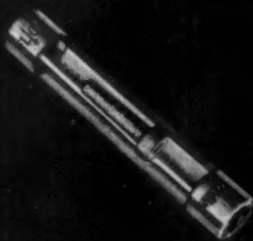
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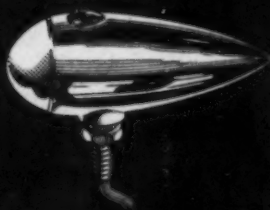
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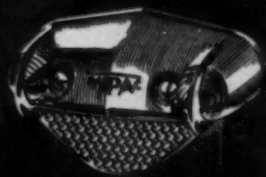
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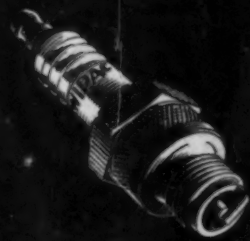
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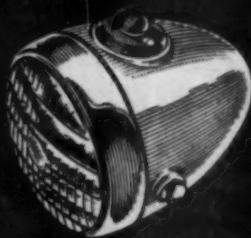
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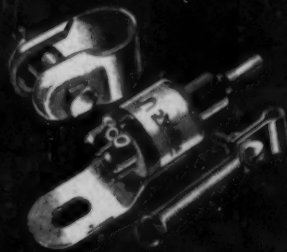
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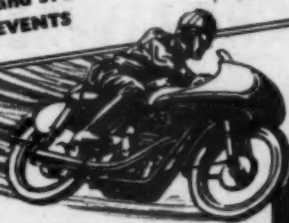


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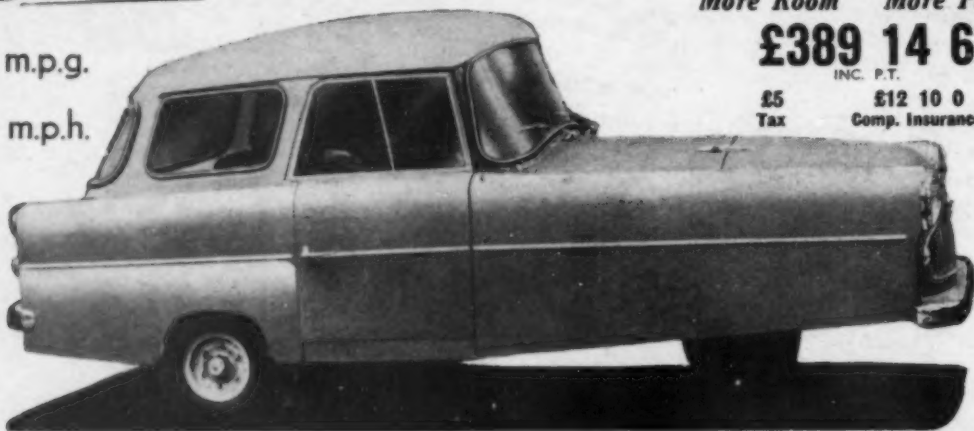
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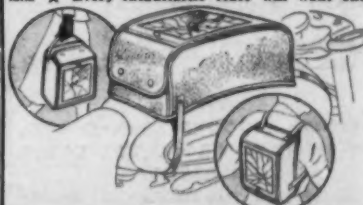
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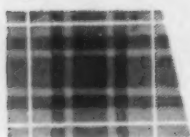
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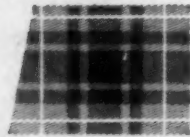
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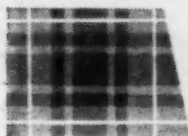
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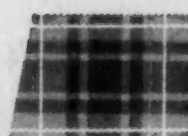
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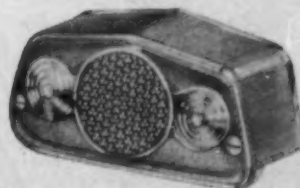
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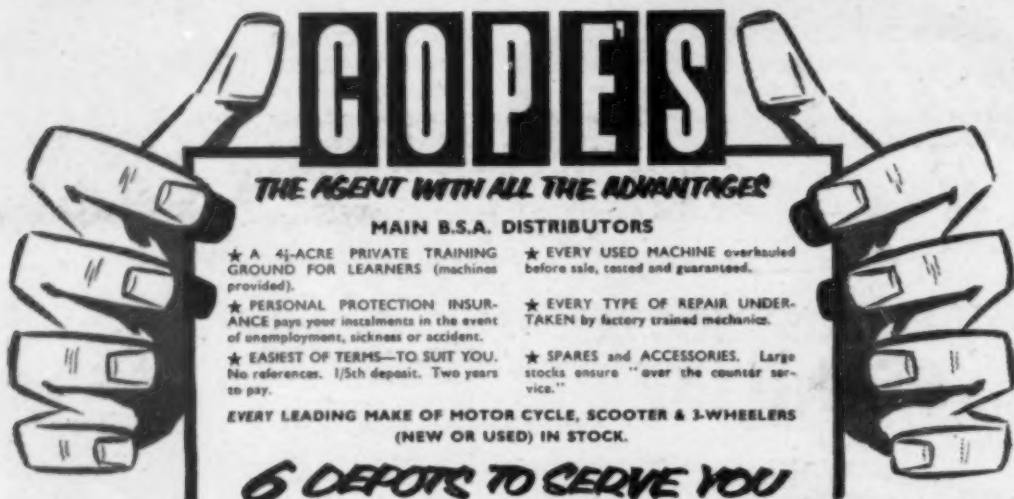
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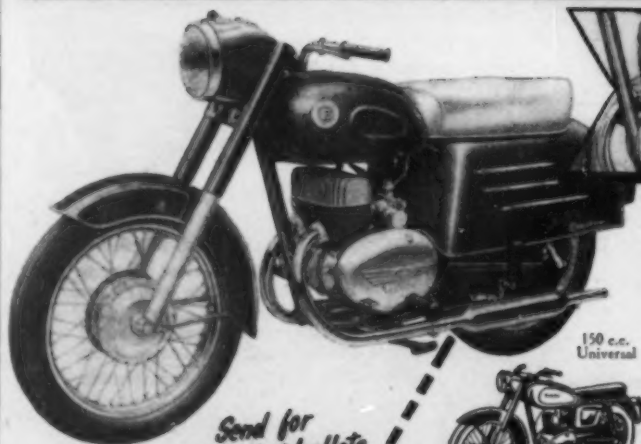
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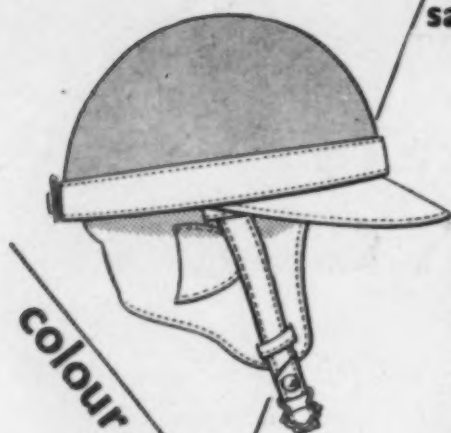
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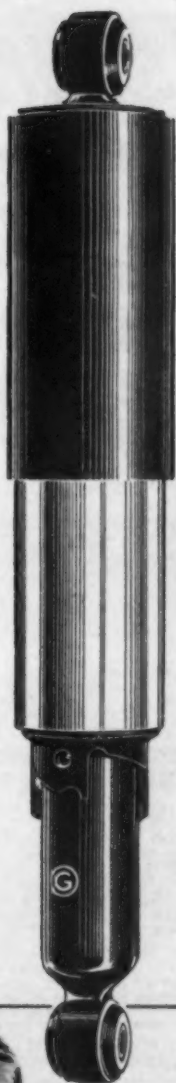
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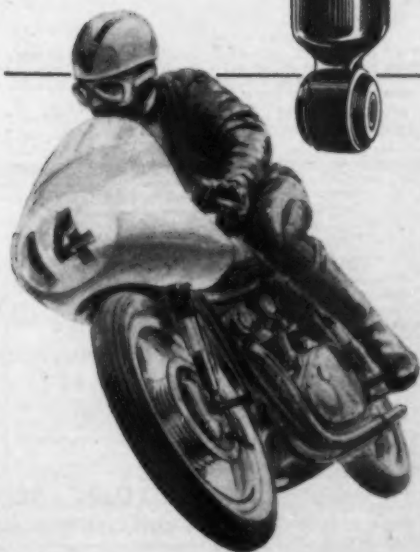
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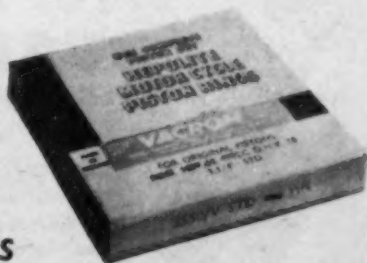


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ON STAND

46



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# THE MOTORCYCLE

VOLUME 101

NUMBER 2000

Editor

HARRY LOUIS

Assistant

Editor

GEORGE WILSON

THURSDAY

13 November 1958

## Show Thoughts

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Cycle" may be quoted provided that there is an  
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authority has been obtained from the Editor.

SOME 20 years ago our correspondence columns were active with discussions on machine enclosure. The topic had cropped up, too, in earlier years. Yet it may well be that enclosure in its various forms will again be prominent among the thoughts provoked by the Earls Court display beginning on Saturday. Now, however, there is a difference. Whereas previously shielding was in almost all instances intended to appeal to utility riders, today's fairings owe their origin to the lessons of racing; and neater power units, panelling, deeper mudguards and similar developments are related as much as anything else to a world-wide demand for styling in products for whatever purpose.

Of course, there are other factors. Apart from providing better penetration, fairings give a measure of weather protection; so do deeper mudguards and what, in effect, is rear bodywork. Enclosure under the seat allows electrical equipment, the air filter and the tool kit to be grouped and protected from the corrosive attacks of water and road filth. Further, there is the overall attraction that enclosure and smoothly finished units make for quicker and easier cleaning. It is sometimes suggested that these improvements on motor cycles stem entirely from the influence of scooters. Hence that weather protection and easy cleaning are the most important attractions. But if that were so, what explanation can be given for the enclosed motor cycles that appeared in the 1920s and 1930s?

In relation to scooters at Earls Court, one significant development cannot escape notice—a most attractive range from a major British manufacturer. For a variety of reasons it has taken a long time—too long, indeed—for large producers in Britain to decide to enter the scooter field. Now a determined effort is being made to compete with well-known makes from Italy and other European sources. Apart from these two themes, motor-cycle enclosure and British scooters, many other aspects of the scintillating London Show will clamour for comment after there has been time for inspection and reflection. Enthusiasts in their thousands will judge for themselves and form their own opinions. In view of the cancellation of this year's Frankfurt and Milan Shows and the absence of a London Show last year, the number of overseas visitors is likely to be exceptional. That the forthcoming Show will be an outstanding success is certain; that it will break records for attendance and business done is more than probable.



# OCCASIONAL



"So I notched top and swept down Bray." A scene that will be re-enacted many times during Show week

## The Magnet Once Again

DOES your wife wonder why you insist on going to the Show each year it is held, possibly from a home in Aberdeen or even farther away? Why you are not content with a day trip? Why one evening or one whole day there is—like patriotism—not enough, but you put in morning, afternoon and evening, all in the plural? Of course, if your wife is a 100 per cent, fully jewelled, dyed-in-the-wool motor cyclist she will accompany you, and she understands. But most wives think us really rather crazy in November. Mine once asked me for my reasons. I remembered a college lecturer in psychology who instructed us that a lover experienced a mass sensation when he clasped his beloved in his arms but a local sensation when he sat on a drawing pin. Well, Earls Court is a mass sensation. There are the machines. Hundreds of them. All intrinsically interesting. Never more so than in a year of considerable change, like this one. After visiting Earls Court you will be able to identify every model you meet all through 1959. You are hoping to get a good trade-in on your 1958 type and buy a new model (though you don't tell your wife that—yet). And you don't know which.

## Old Pals' Week

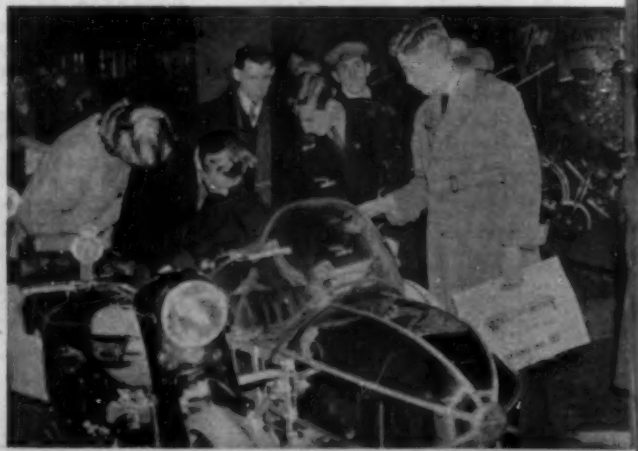
IF you have been in the game a long time, once again you will derive much pleasure from meeting scores of old pals. Those you have kept in touch with down the years since

you first shared the tribulations of an early six days' trial—perhaps on single-gear machines. Those you have lost sight of and will hardly recognize next week when you meet them, expanded from 10 to 16 stones and with grey hair and bald patches instead of brown curls. Then you will enjoy chin-wags of every type as you debate the merits of the new Ariel Leader or the Norton two-fifty twin with other competent judges, leg-pulls with an old racing man who has taken in middle age to a scooter, some ragging when a gang of the pitiless lads trap a stand attendant who hardly knows the difference between a cam and cambric. It takes all sorts to make a world, and no two of us derive our maximum pleasure in precisely similar fashion. Basically, Show week stands out in our year for two main attractions: Friendship with a big F and Technicalities with a big T. You can't separate them, because the friend is technically minded. The proof of it all is that although in the ordinary way we are quite easily bored, a day or two or three at Earls Court is never long enough. At the end of it you go home wishing you'd had more time to talk to old so-and-so and that you had given that new A.J.S., B.S.A. or Triumph a better going over. A grand hobby, gentlemen. Some marvellous pals. A good time will be had by all.

## Climacteric

MY heading is an adjective which we seldom use. Rightly so, for it properly means one of those peak moments in which major changes befall an individual, a nation or—an industry! It is literally true to say that within the next couple of years or so our pet hobby of motor cycling, founded in such accidental and amateurish fashion over half a century ago, must undergo a whole gamut of climacteric changes. For reasons which we need not pause to analyse, the former stable body of riders—nearly all men, starting just as they emerged from their teens and sometimes persisting through life—are being joined by a multitude of youngsters, including a novel

"Yes, it's fully wide enough." A sports sidecar comes under close scrutiny during the 1956 Show



# COMMENTS

*"Yes, it's wonderful the things they can do with reinforced plastics nowadays"*

proportion of women, whose prime motives are neither sporting nor technical but almost solely concern personal transport. This influx purchases scooters and mopeds. After a period of hesitation the industry is recognizing them as having come for keeps and is beginning to cater for them in a big way. Simultaneously the six-fifties and five-hundreds are still the target for the mass of keen types but have been joined by some workmanlike additions in the smaller-capacity classes; the importance of the lordly 1,000 c.c. jobs has shrunk to almost nothing. Finally, within a few years we will have begun to adjust our tastes and outlook to modern motorways.



*"If only I were just a little taller, just a little older . . ." A youngster throws a leg over an MSS Velocette*

At the moment nobody knows how we shall face that change. We may either elect to enjoy high-speed travel on broad, straight concrete in close company with huge lorries and powerful cars. Or we may thankfully enjoy our old curvy, picturesque roads, by then largely delivered from monster vehicles and three-figure speeding. Earls Court will contain in germ a slightly stammering and largely provisional answer to several of the new questionings.

## Thoughts on the Future

IT is quite possible that novel motor cycles will be designed for motorways. Three years ago the Americans saw a special Triumph built for a bang at the world's fastest mile



By "IXION"

on two wheels. We saw it at Earls Court in the November. This year Triumphs stage a Bonneville model for which really high speeds are predicted and other manufacturers have introduced gingered-up sports versions of previously fairly slick roadsters. Ignoring the claims of the United States market for a moment, are these the first motorway models? (I have not forgotten the illustrious Vincents of a few years ago or the old Brufsupps which were created for—so to speak—motor cycling millionaires.) Maybe these 100 m.p.h.-plus twins represent a sober carrot extended towards Tom, Dick and Harry for the motorway age. Here's something to ponder. More scooters and mopeds for largely utility and social transport and, at the other end of the scale, the possible development of really high-speed powerful jobs—as in the car world—for the roads of the future.

## Wanted: a Name

SEVERAL of the daily papers are clamouring for a catchword name to identify our limited-access, flyover roads of the future. The term motorway does not seem to be catching hold. The United States at present use too many terms: thruway, tollway, highway and so on. The continentals stick to auto in front of their word for road; for example, autostrada, autobahn, autoroute. For us I cannot see anything wrong with "autoway." The fact is that it takes the entire nation to popularize a new word and, as yet, not one full-specification motorway has come into use in our islands. But when the real motorways are opened I have no doubt that somebody will casually hit on a term which pleases everybody. He may be a semantic expert. He may be a lexicographer. He is just as likely to be Ted Ray or Charlie Chester. But until the oracle speaks and Britain approves, I think autoway may serve us well.

## Dual-seat v. Saddle

EVERY now and then we encounter some fellow who bemoans the moribund saddle of yesteryear and resents the universality of the dual-seat—which, of course, has developed hand in hand with the spring frame. I think the position might fairly be posed somewhat as follows: the dual-seat unquestionably provides the best twosome arrangement to date; the saddle is still a very pleasant fitting for solo riders. Are there any solo riders who never, never want to carry a pillion passenger?—if so, should manufacturers list a saddle as optional equipment? I stand neutral on the side lines. I could add that I have met both wives and damsels who are not all that keen on dual-seats, but these disgruntled females seem to form a very small minority and some of them have never had the chance to try a separate pillion seat. So far as I know, there are no other occasions when a man, wishing to be seated, voluntarily slings himself across a fairly stiff hassock. But it may well be that a hassock is the pluperfect seat for controlling a potent motor cycle over mixed going. And maybe it is not. Possibly the rigid mounting of a dual-seat results in a certain amount of spine jarring that would not arise with a saddle mounted on springs.







# GUIDE

List of Exhibitors with Plan of Stand Positions: For Information on Reaching Earls Court by Road or Public Transport Please Turn to Pages 612 and 613



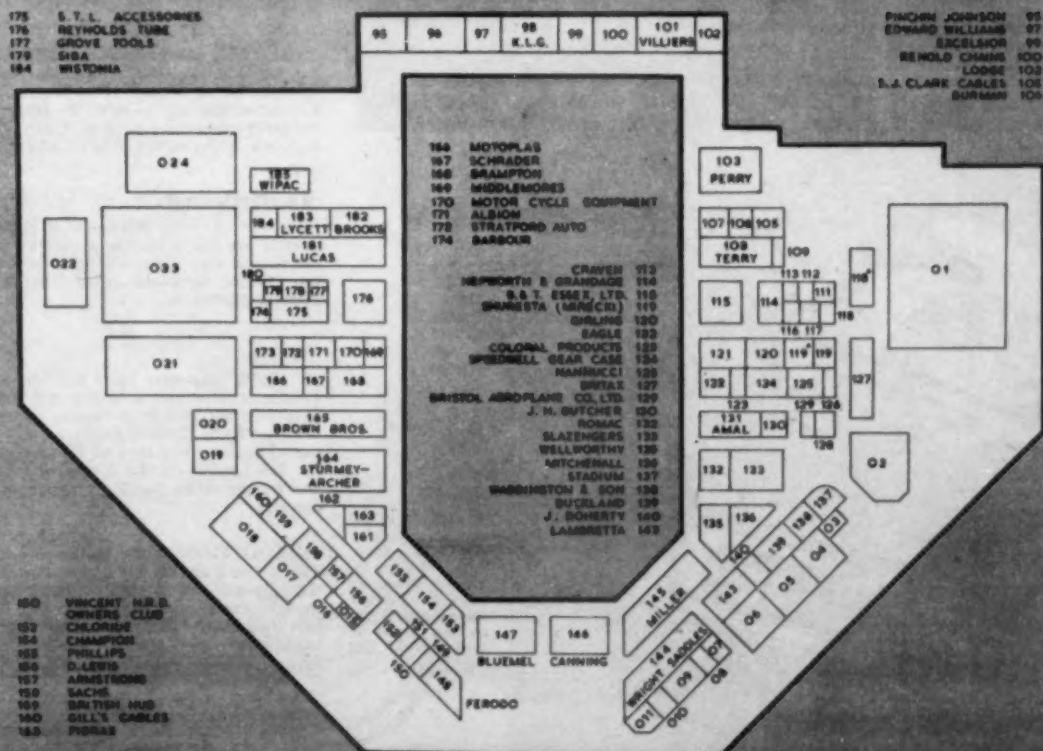
Director of the Manufacturers' Association and the figure behind the vast detail work of the Show organization — Hugh M. Palin

The Rt. Hon. Harold Watkinson, M.P., Minister of Transport, who will declare the Show officially open at 11 a.m. on Saturday

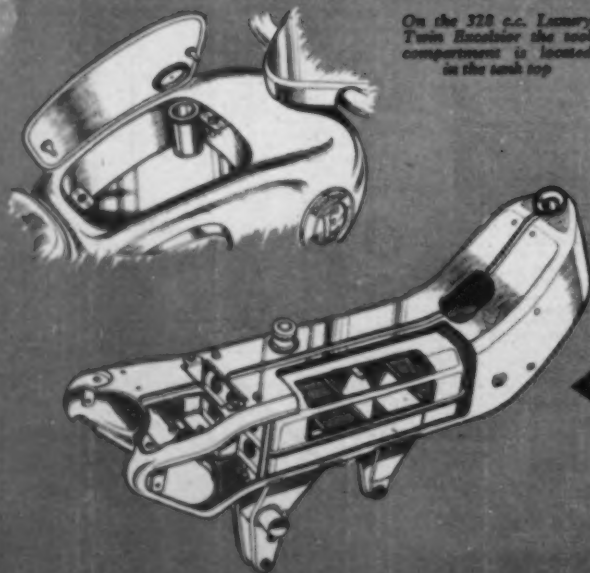


President of the Manufacturers' Association and the man who will introduce Mr. Watkinson on opening day — T. J. Boulstridge

## BALCONY



## ON DISPLAY

*The Motor-cycle.**at**Earls Court*

On the 328 c.c. *Luxury Twin Enclosure* the fuel compartment is located in the tank top

Frame beam of the *Ariel Leader*. Two 20 - gauge steel pressings are welded down the machine's longitudinal axis. Within the beam is enclosed the fuel tank

**Adler****73a**

ONE OF THE SHOW'S big question marks is whether the Adler Monark will eventually appear on the Stand. The Monark has the high-output (18 b.h.p.) twin-cylinder, two-stroke Adler engine and the frame and suspensions are similar to those of the Favourite and Sprinter available in Britain for some time. But the newcomer claims attention for its streamlined, weather-protection shielding—the latest from Germany.

**A.J.S.****51**

IT IS DIFFICULT to miss the A.J.S. Stand since the centrepiece is the traditional motif intensely illuminated with the letters in blue and the outer circles in black superimposed on a frosted white background. Theme of the range—machines for touring, trials, scrambles and racing—is portrayed by four models on radiating plinths: one of the new two-fifties (Model 14), the new 347 c.c. trials special (16C), a five-hundred scrambler (18CS) and a 7R racer.

EXAMPLES of every other model, including variants in the alternative colour schemes, are on display—over 20 machines. For those who like to meet the famous in the trials and racing spheres, Hugh Viney and Jack Williams are to be in attendance.

**Ambassador****57**

FOUR of the new Ambassador Super S models are displayed on a central turntable—and very smart and trim they look, too. Other turntables carry Envoy and Popular machines.

**Ariel****46**

BY NOW you may have seen an Ariel Leader on the road—but you will hardly have seen the model's intriguing internals. Well, at Earls Court there is a fully sectioned engine. You may sit on any one of the five Leaders on the floor of the Stand and try the riding position to your heart's content.

IN ADDITION to the sectioned Leader engine there are cut-open power units of the Square Four and single-cylinder models, exemplifying Ariel's proud boast that they are the sole manufacturers in the world today who offer a choice of four-, twin- and single-cylinder machines.

## Sidecar and Three-wheeler Stands

### B.M.W.

80

THE WORD connoisseur has become synonymous with B.M.W. The whole range of machines is shown—solos of 250, 500 and 600 c.c.—each one typifying all that is best in design and engineering craftsmanship.

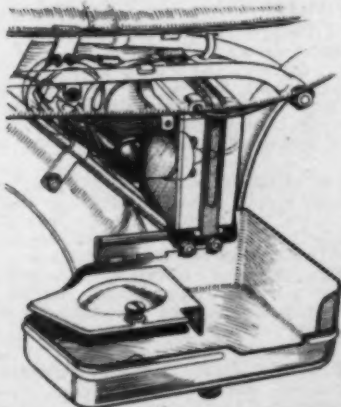
### B.S.A.

45

WHO SAID there were no last-minute surprises this year? B.S.A.s have produced a bumper one for lightweight enthusiasts. Designated D7 Super Bantam, the machine is powered by the already famous 174 c.c. two-stroke engine-gear unit, but the frame layout and front fork are fresh.

FEATURES of the new model are a headlamp nacelle, cast-iron wheel hubs with 5½-in.-diameter brakes and deep-section mudguards. Two models are displayed—one in Royal red, the other in black.

NO FEWER than 15 B.S.A. motor cycles are exhibited. You may inspect, too, a sectioned working model of the A10 Golden Flash, and one of the new C15 Star two-fifties which is shown in a scintillating "star display" in the middle of the stand.



Above: Detail of the 249 c.c. A.J.S. Model 14 and Matchless G2, shows the tool compartment and compact grouping of battery, coil, rectifier and horn. Right: The scintillating Ariel Leader

OTHER exhibits are a D1 Bantam, two C15 Star models, one each of the B31 and B33 series, B34 Gold Stars to clubman's and scrambles specification, an M21 as it is supplied to Automobile Association patrolmen, an A7, a Shooting Star, two A10 Golden Flash models and that most pulse-stirring six-fifty—the Super Rocket.

### Dot

28

YET ANOTHER surprise! Dot's have purchased sole rights in Britain for use of those thrilling RCA two-stroke twin-cylinder power units and, if everything goes according to plan, a new scrambler powered by a three-fifty version of the engine will be wheeled into Earls Court tomorrow. Power output (25 b.h.p. is claimed) is such that during prototype testing it was found essential to use a 4-in.-section rear tyre. All-up weight? Only 275 lb.

OF COURSE, the Dot two-fifty Villiers-powered scramblers will be on display as well. Cylinder heads have been specially machined to provide a compression ratio of 10 to 1. Cylinder bores are specially honed and hard-chromium-plated piston rings are fitted. Gear-box internals are strengthened.

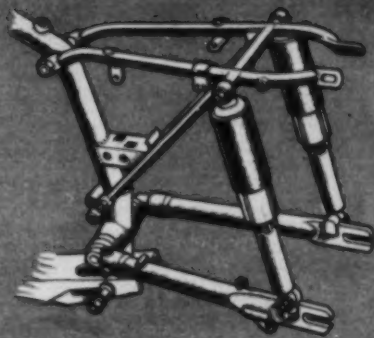
### Dunkley

76

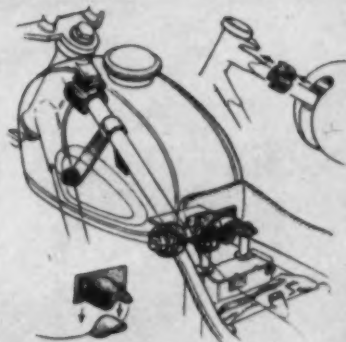
THE NAME Dunkley has sprung into prominence these past few years. On the stand are examples of the Whippet Sports 65 with fire-engine red finish. Note that



Above right: On the 249 c.c. Ambassador Super S the fuel tank is mounted on rubber buffers and lateral movement is restricted by further buffers within the tunnel



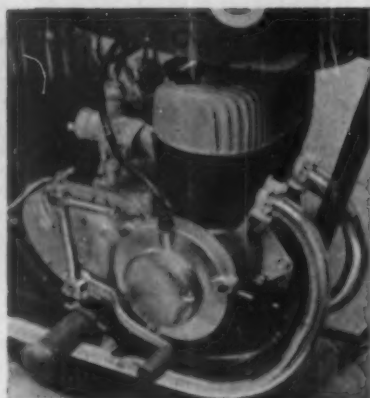
Rear sub-frame layout of the new two-fifty A.J.S. and Matchless scramblers



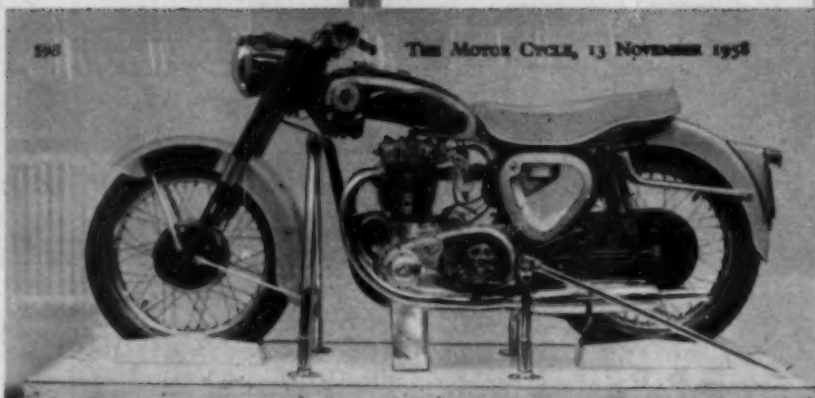
Above: On the 249 c.c. B.S.A. C15 Star, battery, air filter and horn (the last not visible) are housed between the fuel tank and tool box

For a Guide to Scooter and Moped Displays Please Turn to the Special Supplement at the End of the Issue





Left: Power unit of the 328 c.c. Excelsior. The separate cylinders are fed through two Amal Monobloc carburetors. Right: This sectioned working model of a B.S.A. A10 six-fifty is to be seen on Stand 45



Above: Another B.S.A. display—the Show-surprise 174 c.c. D7 Bantam Super. Left: Rear-wheel enclosure of the new Francis-Barnett Cruiser 84



the engine features overhead valves. There are other aspects of the machine to intrigue: a beam-type pressed frame is only one of them.

## Excelsior

35

MARVEL you certainly will at the two-fifty Mechanical Marvel on the Excelsior Stand. Winner of the Lightweight T.T. in 1933 when it was ridden by Sid Gleave at an average speed of 71.59 m.p.h., the design, even today, is fascinating in the extreme. Note well how the four radial valves are operated round the least possible number of "corners."

SECTIONED Excelsior engines include a 328 c.c. Talisman Twin. The entire range is on view—and that means models of from 98 to 328 c.c.

## Francis-Barnett

49

GLITTER rather than filth is what one expects at Earls Court. But bringing an atmosphere of open-air adventure into the fairyland aura at the exhibition hall are two Francis-Barnett International Six Days' Trial machines still clothed in their Bavarian clay.

BUT THE MAIN interest for touring enthusiasts is the display of rear-enclosed, legshield-equipped, Cruiser 84 models. Surely protection for nylon stockings was never more complete on a two-wheeler?

## Gilera

68

AN EXAMPLE of the first machine in the world to lap the Isle of Man Mountain course at over 100 m.p.h.—yes, a four-cylinder grand-prix model—is shown on the Gilera Stand. Along with it are those engaging lightweights that flood the Italian

autostradas—the 175 c.c. Standard and Extra models—and a 188 c.c. I.S.D.T. machine.

## Greeves

59

TRIALS AND SCRAMBLES men like to talk to trials and scrambles men and opportunity there is in plenty on the Greeves Stand. Well-known exponents of the art on Greeves models will be on hand—grouped usually around the model on which Brian Stonebridge gained a gold medal in the I.S.D.T.—to talk shop with all and sundry. Among them are Jack Simpson, Dave Bickers, Bryan Povey, Brian Leask, Mike Philpott, Eric Stroud, Monty Banks and Dave Palmer.

## Itom

87

BRITONS will never really understand the Latin passion for squeezing the last ounce of power from small engines. But if you want to understand it better see the 64 c.c. Itom Tabor Sports model—and marvel at the ingenuity in its design and manufacture.

## James

39

A QUERY regarding your James? If so you can discuss the problem with an expert at Earls Court. At one end of the James Stand is a service bay at which factory personnel will be in attendance throughout the week and spares, exchange parts and publications are displayed.

FEW MODELS in the trials sphere have earned a more illustrious reputation than have the James Commandos. At the end of the stand remote from the service bay an I.S.D.T. Commando, unaided by humor touch, negotiates rockery in an exhibit aimed at emphasizing particularly the prototype proving of the new competition models.

"JIMMIES"—that is the apt designation given to a series of wooden figures disported round a red Commodore L25. Why the figures? To draw your attention to riders' points. Jimmies—eight or nine of them—feature in another display as they point to the intriguing features of a fully sectioned Cavalier L17.

CENTREPIECE of the James Stand is a vast cruciform plinth, each arm of which



## *Buckingham Palace*



*King of the Queen's Highway*



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"Farmer &amp; Stockbreeder" photograph

## Don't wander around like a lost sheep

If you are looking for a 'lightweight' which combines a stylish modern appearance with extreme dependability and economical running, take a look at the 1959 range of money-saving motor-cycles by James.

# make straight for STAND 39



The complete range of James machines, from the 98 c.c. Comet solo runabout to the sleek, fast 250 c.c. Commodore, will be on show for your inspection. If you cannot get to the show, send for the comprehensive colour catalogue.



## For Money Saving Motorcycles



# JAMES

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carries one of the four principal James models—a Cavalier L17, a Captain K7, a Commodore L25 and a Cadet L15.

## Jawa-CZ

71

SHADES of that gold-plated Daimler! The millionth Jawa-CZ to leave the production lines will be on display and finished in polychromatic gold colour! The two-fifty Jawa ridden by Jaroslav Klimt in the I.S.D.T. pours additional salt into British wounds. A historical note will be struck by the display of an old-type Jawa—a 76 c.c. model.

## Maico

70

THE TYPHOON has gone but the Blizzard lingers on! Yes, Maico is showing the attractive Blizzard two-fifty single-cylinder roadster, which is powered by a two-stroke engine virtually identical with that used in the Maicoletta scooter. Also shown is a Maico Scrambler—another two-fifty.

## Maserati

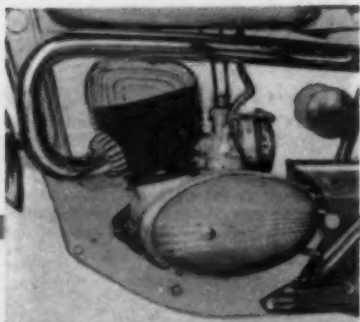
79

WHAT MIGHT one expect on a stand bearing the Maserati label? A fabulous roadster with all the trimmings? In fact, the sole Maseratis marketed in Britain are in the under-100 c.c. class. The Type 75/T2 is powered by an engine of just 74 c.c.

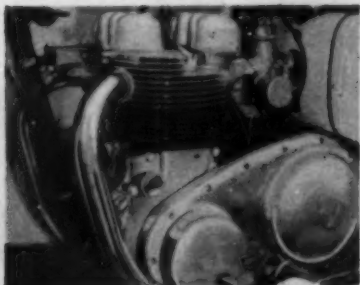
## Matchless

42

GLAMOUR is exemplified by one of the new five-hundred single-cylinder G50



Above: 247 c.c. Villiers single-cylinder power unit of the Greeves 24TAS Trials Special. Below is a contrasting unit—the 646 c.c. G12 Matchless engine



racers on a turntable flanking the main gangway. At the opposite end of the Stand is the three-fifty ridden by Bob Manns (who will be in attendance) as a member of the British Trophy team in the International Six Days' Trial; this gold medal-winning mount is exhibited as it finished the trial and retains a fair weight of German mud. Another exhibit for the sportsman is a scrambles version of the new two-fifty—the G2CS—looking as workmanlike as any machine could be. Details of the engine—a first-class engineering job—are laid bare by a specially sectioned unit near the middle of the Stand.

MACHINES singled out for special prominence on raised plinths are the Model G2 roadster two-fifty, the 347 c.c. Model G3 with the optional white and chromium-plate finish, a standard five-hundred twin (G9) in two-tone finish and the roadburner's dream, a 646 c.c. Sports Twin, Model G12CSR.

AMONG THE 23 machines on view, one is largely of academic interest only since it is a six-fifty twin for police work; the specification includes radio transmitting and receiving equipment.

## Moto-Guzzi

68

IF DIANA DORS goes to Earls Court she will create no greater a stir than the fabulous Moto-Guzzi vee-eight racer in full war paint.

NOTE, TOO, the vast dimensions of the cylinder on the 175 c.c. Lodola Moto-Guzzi. If ever a machine looked like a five-hundred, this one does! The 98 c.c. Zigolo is eye-catching, as always.

## Norman

33

THE OLD ORDER changeth yielding place to new . . . and that age-old dictum applies at Earls Court as well as in Tennyson. The traditional Norman castle with

its battlements has disappeared, to be replaced by a stand designed in the contemporary mood.

AND BESIDES the decor? There are the new, up-to-the-minute lightweight sports roadsters with recessed tanks, dropped bars and flyscreens. Their message is addressed to eternal youth—to dads as well as to lads.

## Norton

34

YOU MAY INSPECT the new Norton Jubilee 250 twin from every conceivable angle. One model will rotate on a single-point mounting above a stationary circular table. On the table engine components are laid out, display fashion.

THE rotating model is finished in blue and dove grey. Two other Jubilee 250 models are in red and dove grey and green and dove grey. Altogether the stand is the most colourful Nortons have organized in years. Models 50 and ES2 with their new all-welded duplex frames and enclosed rear chains are exhibited in black and silver. A Model 99 is in blue enamel and features such extras as high-compression pistons, polished cylinder head, large inlet valves and twin carburetors.

## N.S.U.

27

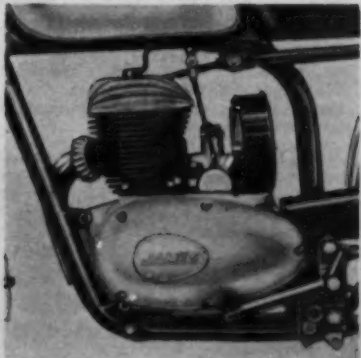
THERE IS AN AIR of nostalgia on the N.S.U. Stand—nostalgia for an era of high endeavour that has slipped into the past. Only one motor cycle is shown—a two-fifty Supermax which features that crafty Ultramax system of valve actuation through rods and eccentrics. Note carefully the steps that have been taken to achieve the highest possible standards of quietness. The intake silencing system is surely the most comprehensive in the exhibition hall.

## Panther

41

ON PUBLIC VIEW for the very first time is a new Panther. Designated 50 Sports, it is powered by a three-two-five Villiers two-

Left: Stylish rear fairing and final-drive chaincase on the Norton Jubilee 250. Below: A.M.C. power unit of the 249 c.c. James Cotnamo scrambler





Above: Norton innovation—kick-chain mechanism on the ES2 and Model 50 singles is available at extra charge. Below is a close-up of the new Norton two-fifty engine.



stroke twin and presents sleek yet cobby lines. Steel pressings embrace the frame mid-section and form a deep, cantilever-type rear mudguard. The front guard has shapely valances. The front fork is of telescopic pattern. Brakes are of 8in diameter front and rear. The finish is Italian red and chromium plating.

SINGLE- and twin-cylinder two-strokes, two-fifty and three-fifty o.h.v. models and Model 100 and Model 120 o.h.v. singles (of 598 c.c. and 645 c.c. respectively) are all shown. A de luxe Model 100 and a Model 120 are displayed with the new Panther sidcar chassis which, when fitted to either model, is automatically in true alignment. Both exhibits are finished in black and chromium plating.

VARIETY in finish abounds. The two-stroke twins other than the 50 Sports are enamelled sea-mist grey, the o.h.v. singles in maroon and Sherwood green, the two-stroke singles in maroon and gold.

## Prior

80

THE PRIOR is an engaging newcomer—a sleek cohesion of British and German components. The engine is a 173 c.c. Sachs mounted in a tubular frame with enclosed

mid-section. In typical continental fashion the kick-starter and gear pedal are on the left.

## Puch

83

TANGIBLE PROOF of Puch successes in competitions is plain for all to see. A glass case containing trophies won by the marque in various parts of the world is mounted on a pillar forming part of the stand layout. Machines exhibited are two 175 SVS models and a 250 SGS.

## Royal Enfield

47

THEME of the Royal Enfield Stand is "airflow." At the end of the stand facing the middle aisle is a plinth on which are arranged fanwise a surf-green Crusader Airflow and a Burgundy Meteor Minor de Luxe Airflow. Also on display are faired versions of the Prince, Crusader and Clipper.

A SECOND theme that might well be labelled "sports roadster" is also much in evidence, with a Crusader Sports in chromium and Burgundy and another in peacock blue. More than that, one of the new 500 Bullets and a Constellation are naked for the world to see. Floodlit from above and below, the array of sports models makes a dazzling display.

NO STAND has more on show. There is not room for a turntable or for a single sectioned model. But there are machines galore—one or two with sidcars—and a new descriptive leaflet in full colour that is an absolute wow, yet informative as well as beautifully illustrated.

## Sun

38

THE SUN Overlanders are changed. Instead of having detachable side valances the whole of the rear end is now enclosed in a one-piece pressing. Note, too, the splash guard fitted to the underside.

## Triumph

48

THE SPEED TWIN and its long and illustrious history—that is the motif on

the Triumph Stand. One of the original models (produced in 1937, remember, and displayed at Earls Court that year) is flanked by two spanking 1959 models. One of the moderns is equipped with a Cossor transistor radio set in the tank top. A board on the stand carries details of the Speed Twin's progress through over 20 years of evolution and step-by-step development.

IF YOU WANT to examine the inner working of Bonneville 120, Twenty-One and Tiger Cub engines, all you will have to do is to fight a way through the crowds to their pedestals. And should you wish to see a Thunderbird that has really worked, spend a few minutes looking over the model on which Mike Hailwood and Dan Shorey won the 1958 Thruxton 500-Mile Race.

## Velocette

43

REMEMBER "The Roarer"—the pre-war supercharged racing Velocette twin that stole the very Show in 1956? Well, it is on display again, so keep your helmet handy for use in the scrum. The 499 c.c. Venoms will appear in a new finish—a striking contrast of white and red. Saddle covers, too, have had a course of beauty treatment and are of grained pale brown and off-white texture. Of course, there are the plastic bottom-end fairings which were described and illustrated in *The Motor Cycle* for September 11.

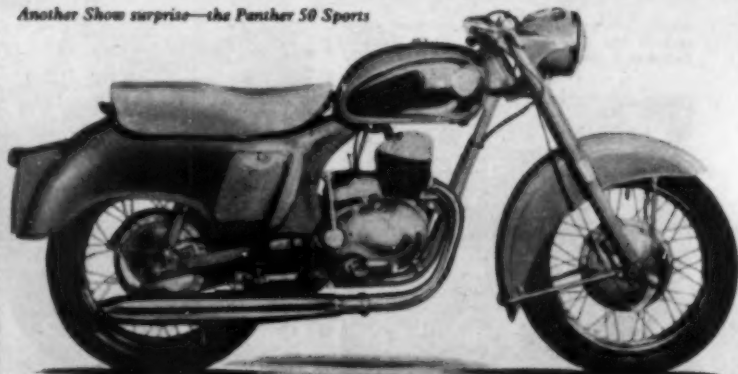
SINCE that date the dolphin fairings on the Valiants have been modified and are rather sleeker than they were formerly. Of the four foot-change LE models, one will be to police specification—complete with radio and, yes, strengthened rear-brake pedal!

## Victoria

88

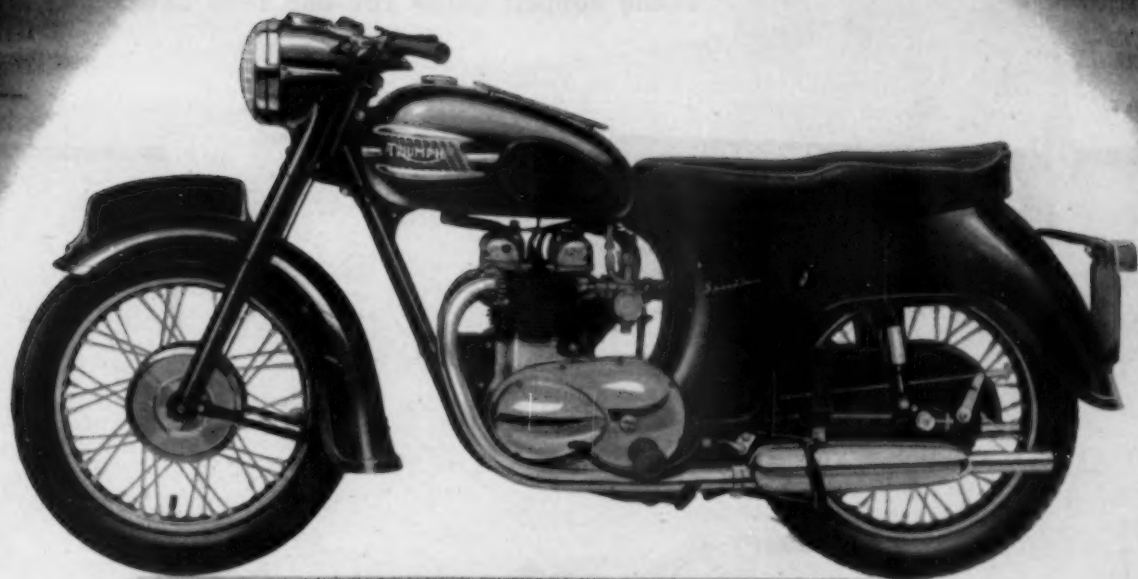
IF YOU WANT to see the only motor cycle in the world with an electric gear box you will find it on the Victoria Stand, on the unique 197 c.c. Swing two-stroke. If you arrive at the right moment you may also be able to chat with one of the world's most famous ex-I.S.D.T. riders—Jack Stocker.

Another Show surprise—the Panther 50 Sports





# See the new Speed Twin



*and all other models  
in the 1959*

## TRIUMPH

TIGER CUB

TWENTY ONE

TIGER 100

TIGER 110

*at Earls Court Stand 9*

SPEED TWIN

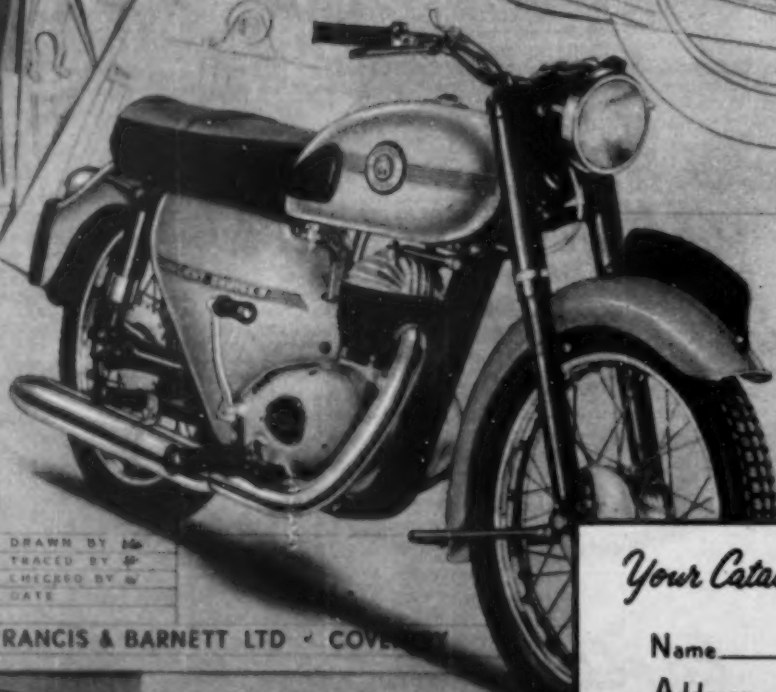
TROPHY

THUNDERBIRD

BONNEVILLE 120

TRIUMPH ENGINEERING CO. LTD. COVENTRY

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Left: Plastic crankcase and gear-box covers on the Velocette roadster singles

Right: Ease of entry and exit is a feature of the Garrard Silver Cloud

Below right: Surrey Beddington double-adult with hinged canopy and wide half door

## SIDECARS

### Busmar

60

AN ASTRAL Mark II on the new chassis and hitched to an Ariel Square Four—what more than that could a family man want? The outfit forming the centrepiece of the Busmar Stand is finished in contrasting colours of glamour red and ivory.

MOST MODELS are attached to machines. There is an Astral and Panther Model 120, an all-ivory Astralette with a Triumph Tiger 110, a Lancastrian with a Norton Model 99 and a York with an A10 B.S.A. Still more, there are Lincoln and Devon models in the spinster state.

THE NEW springer chassis is a dazzler. It is displayed in silver and chromium plating.

### Canterbury

29

ON A TURNTABLE, dominating the scene in the centre of the Canterbury Stand, a Snipe sporting single-seater is on view for the first time. The 15-model display is a show in itself. Included are the Javelin double-adult and Continental child-adult saloons. They, too, are making their Show debuts.

STANDING ON END, revolving on a pivot pin and looking as though it is about to be launched through the Earls Court roof is the new GMC/10A chassis. That new ball joint that is not quite a ball joint will earn many plaudits.

### Garrard

61

STEP IN, step out with the greatest of ease—you can where the Garrard Silver Cloud with hinged nose and windscreen is concerned. Chassisless construction is featured and wheel springing is by means of a pivoted trailing fork.

THE GRAND PRIX body is lower than formerly—2½in lower and 3½in farther back in relation to its wheel. Trying the Pirelli hammock seat will provide an excellent excuse for easing tired feet.

### Steib

80

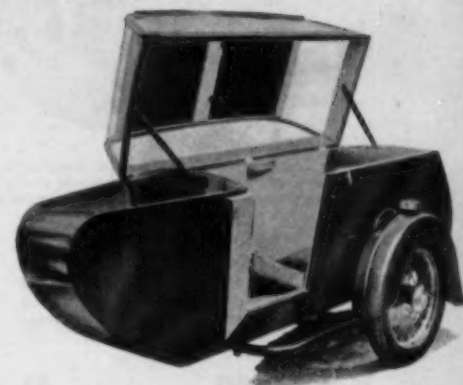
GERMANS are stylish as well as being craftsmen. So, although the Steib models have not been changed markedly these past few years they are eye-catchers still. All the range available in Britain is there. And that means sidecars for two-fifties as well as for roadburners.

### Surrey

74

PANORAMIC VISION is the phrase that springs to mind on the Surrey Stand. Rambler Major and Rambler Minor single-seaters and a Beddington and Coulsdon two-seater are shown with their new uninterrupted side windows.

THE DOUBLE-ADULT model—the Beddington—is finished in gleaming black and silver and hitched to a six-fifty Panther. Coulsdon and Rambler Major



are both attached to Ariels—the child-adult to a Huntmaster and the single-seater to a three-fifty. You will like the Ariel red finish on the Rambler. Showing its fitness for use with a scooter, the Rambler Minor is exhibited alongside a Standard Vespa (a one-two-five).

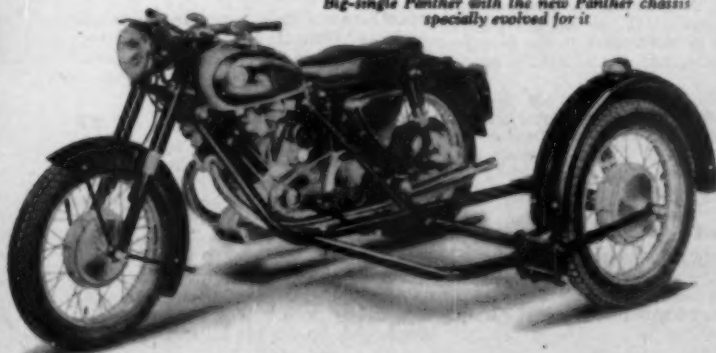
### Swallow

44

THE SWALLOW Jet 80 has always been sleek. The models at Earls Court are even more so. The original streamlined shape is retained but there are now recessed side panels finished in contrasting colour. As before, the body is in glass-reinforced plastic.

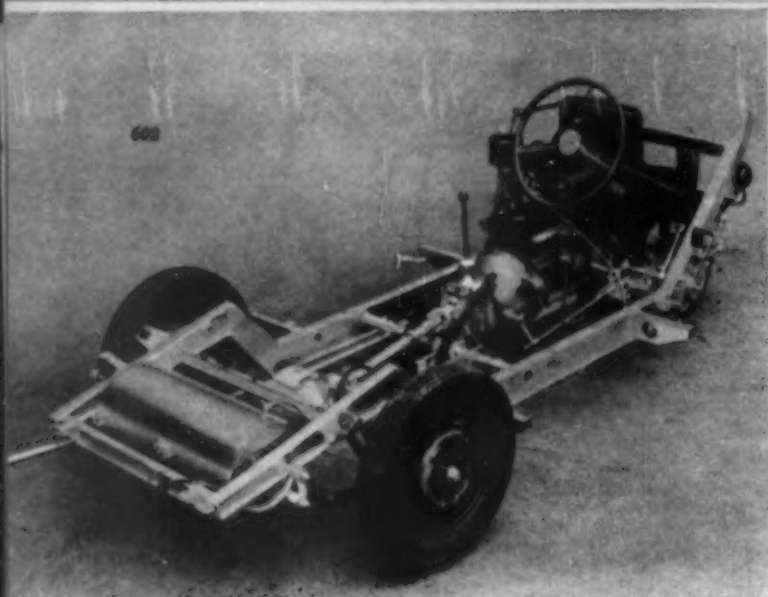
SEE THE NEW Mark 2 Velvet chassis with streamlined moulded-plastic mud-

Big-single Panther with the new Panther chassis specially evolved for it



Wemman SV chassis designed for the Oxford Union and available as an alternative to the VQ21





Above: Chassis of the latest Reliant Regal three-wheeler. At 76in the wheelbase is 2in longer than formerly. Wheel diameter is now 13in. Above right is a shot showing the installation of the 191 c.c. power unit in the Messerschmitt three-wheeler

guard and braked wheel. The complete range of scooter sidecars comprising the Sprite, Swift Sports and lightweight box carrier are all mounted on the sprung-wheel SW chassis.

### Watsonian

44

MODERNISTIC in conception and construction, the Watsonian Oxford saloon hits a new note in sidecar styling. Sleekly streamlined, the double-adult body is manufactured in glass-fibre and really can seat two fully grown adults in comfort.

TO CARRY the Oxford there is the new SV chassis with 10 x 4in sprung wheel and brake. (For other bodies the SV is an alternative to the VG21 chassis.) Among the other models is the smart new Monarch Coupé de Luxe, said to be the largest single-seat sidecar in production—and perhaps the most futuristic by virtue of its space-age canopy styling.

AMONG other bodies are the de luxe single-seat Ascot with streamlined head and full-length door, and the latest version of the lightweight Bambini with moulded one-piece shell in glass-reinforced plastic and with a detachable windscreen.

### Wessex

86

A SPORTING outfit in the truest sense, a single-seat Wessex is harnessed to a lusty Matchless 646 c.c. Model G12. The Wessex marque is relatively new in the sidecar sphere but it has learned fast. Features include chassisless, stressed-skin construction with sprung wheel. Wide use is made of resin-bonded glass fibre. Also shown is a child-adult model wedded to a Triumph Tiger 110.

A DEMONSTRATION model will be on hand so that you may have a ride and judge for yourself the standard of comfort and freedom from draughts.

## THREE-WHEELERS

### B.M.W. Isetta

91

YOU WILL FIND the B.M.W. Isetta Stand rather small. Application for space was made late and the stand allocated was the best that could be sorted out in the time available.

HOWEVER, it is big enough to hold the three models exhibited. In recent months true three-wheelers have become available with a single wheel instead of the close-coupled twin rear wheels. Older visitors will appreciate the walk-in, walk-out feature afforded by the use of the wide door in the front of the body.

### Bond

58

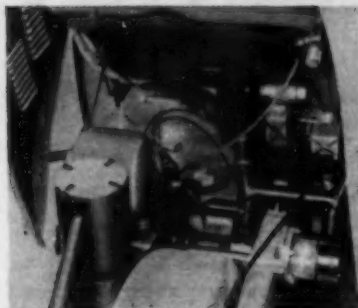
COMPLETELY new suspension mock-up of the engine-and-front-wheel assembly and the use of 247 c.c. single-cylinder Villiers engines—there are highlights indeed on the Bond Stand. Employment of the bigger engines in the latest Mark F models will be the answer to the prayers of many family men living in hilly areas.

THE BOND range expands. On display are Mark F models in touring form, in two-seater saloon coupé form and in four-seater saloon style as well. Then there are the Mark Ds with four-speed gear box in Family and Saloon versions.

### Heinkel

84

THE HEINKEL bubble car has grown. The 174 c.c. engine seen at Earls Court in 1956 has been superseded by a bigger unit, a 198 c.c. engine with more punch right up the scale.



AT A GLANCE you may fail to find the model changed externally. The sole difference in fact is that the bigger-engine model has twin tail pipes. Luxury is much in evidence in the specification, from the heater and clock to the roll-up hood and spare wheel.

### Messerschmitt

81

AND NOW—a cabriolet! The latest version of that unique, aircraft-like Messerschmitt three-wheeler is an eye-catcher to be sure. It has a panoramic windscreen, rigid side frames with sliding windows, and a black twill hood that folds back neatly and quickly.

THREE MODELS will take your eye. Each is driven by that incredibly potent 191 c.c. Sachs engine which is said to develop 9.7 b.h.p. The unit-construction gear box provides four forward ratios. Reverse is obtained through the switching arrangement of the Siba Dynastart. A heater? Yes, standard equipment.

### Reliant

54

NO ONE knows more about a marque than do the members of the appropriate one-make club. On the Reliant Stand members of the Reliant Owners' Club committee will be in attendance to answer queries.

OF COURSE, the Regal Mark IV Coupé and Hardtop will be making their first public bows. The improvements incorporated are made with a view to simplifying driving and to give a more comfortable ride, better visibility, easier starting and better lighting from the 12-volt electrics.

MORE: every Regal is now in the de luxe category, with chromium-plated flashes, Vynide hoods in maroon or black to choice on the Coupé. Dual-tone colouring, too.

### Scootacar

77

VERY PROBABLY you will be seeing the Scootacar for the first time. Pore well over the naked chassis, for with its integral floor it ensures rigidity of a high order. And that independent springing of all three wheels promises a comfortable ride.

TWO STANDARD MODELS and two 197 c.c. Villiers engines are shown in addition to the chassis. The body features a single door on the left for entry and exit.



STAND N° 42

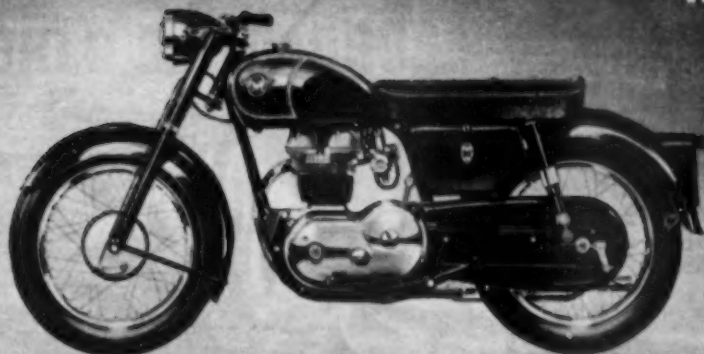
The Motor Cycle, 15 November 1958 57

*Earls Court*

for TRULY

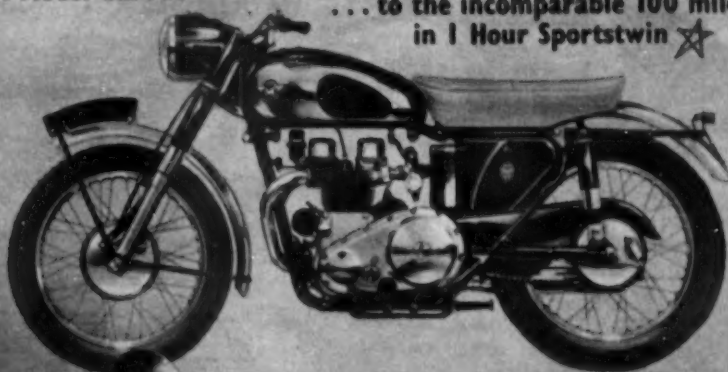
**MATCHLESS**

**MOTOR CYCLES**



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250 c.c. O.H.V. Model G.2...

... to the incomparable 100 miles  
in 1 Hour Sportstwin ★



★ Vic Willoughby riding a Standard Fully Equipped Matchless  
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# Outstanding

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# MAINLY ON THE BALCONY

**Novelties on the Accessory Stands: Everything from a Filter to a Fairing**

**THE** majority of the accessory stands will be found upstairs—on the balcony ringing the vast hall. Some, however, and notably those of the tyre manufacturers, will be on the ground floor among the machine exhibits. For the exact location of any stand refer to the floor plan and list of exhibitors on pages 594 and 595.

**WANT** to reproof your Barbour suit? See Thornproof Dressing, specially designed to keep the suit supple and waterproof, on the Barbour Stand—174.

**AMONG THE ARRAY** of tyres on the Avon Stand—No. 25—will be a scale model of a motor cycle made entirely from balsa wood and by the use only of such tools as a fretsaw, razor blades and sandpaper. Sidecar Triple Duty, Speedmaster and Safety Mileage are only three of the tyre patterns exhibited.

**IF YOU TAKE** a pride in your riding you must be interested in the Auto-Cycle Union's Safety Badge Scheme. You can learn all about it on Stand 17.

**YOU HAVE** an old-type machine, maybe, with stub-fitting carburettor and want to fit an Amal Monobloc with flange fitting? Suitable adaptors will be on display on Stand 131.

**PUZZLED** as to how a gear box works? See the sectioned models on the Albion Stand, 171, and Burman Stand, 106.

**AN AIRCRAFT FIRM**—the one which produces the Britannia "whispering giant" at that—has a range of exhibits this year. You can see the sort of job the Bristol concern is making of the Royal Enfield dolphin fairings on Stand 129.

**HOME BATTERY** chargers are always fun. See the Super de Luxe Scout 1½amp model complete with ammeter on the Buckland Stand—No. 139.

**UNIFLEX** is the name given to the latest method of polishing during manufacture. Displayed photographs on the W. Canning Stand—No. 146—will show the latest installations.

**KEN CRAVEN** is noted for originality. On Stand 113 he will show Silver Arrow pannier equipment mounted on a mocked-up half rear end of a motor cycle (split longitudinally). The assembly is attached to a mirror-finished aluminium backplate so giving the optical impression of the rear end of a complete machine.

**EVERY TYPE** of transfer for motor cycles will be on show on the Eagle Transfers Stand—No. 122.

**TRANSLUCENT** polystyrene is a term rapidly gaining currency in the sphere of battery manufacture. Examples of the new Silver Exide with polystyrene case will be on Chloride Batteries Stand—No. 152.

**IF YOUR BUS** is using too much oil you will want to see the special display of Hepolite packaged piston ring sets (which in many cases include the Vacram chromium-plated top ring)—Stand 114.

**TRIALS RIDERS** will want to inspect the Kett Blizzard suit, which has undergone rigorous testing during the past months—Stand 162.

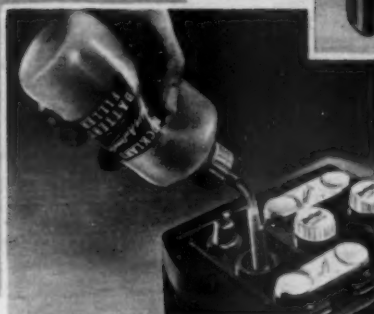
**A COMBINATION** of tank-top holdall and rucksack, the Carripack, will be exhibited on the D. Lewis Stand—156. It will comfortably accommodate two helmets and clothing oddments.

**MOST OF THOSE** intriguing electrical gadgets used on the Ariel Leader, the electric starter from the B.S.A. and Triumph scooters—perhaps, indeed, the biggest display of electrical equipment ever at a motor-cycle show—the Lucas Stand, 181.

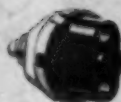
**A COMPLETELY NEW** Avon dolphin fairing in two versions—both glass-fibre



Left: Lodge plastic plug cover with built-in suppressor—Stand 102



Left: Plastic, non-spill battery filler on the Buckland Stand—No. 139



Right: Two Lucas novelties—a neutral indicator and stop-lamp switch (Stand 181)

Below: Some of the range of Spirolax retaining rings to be found on Stand 135



laminations—will be shown by Mitchenalls on Stand 136. In addition there will be displays of Fairfields and of fairings galore.

**IF YOU WANT** to assess a demonstration of the severe stresses imposed on a chain under scrambles conditions, inspect the special working rig on the Renold Stand—100.

**ON THE ROMAC** Stand—No. 132—several products will be making their first Earls Court appearance: there will be additions to the Cure-C-Cure range of tube-repair kits, chrome restorers and valve-grinding paste.

**MAJOR DISPLAY** feature on the Wellworthy Stand—No. 135—will be the Spirolax fixing/retaining device for securing shafts, bearings, bushes, oil seals and springs. They may be employed on diameters ranging from ½in to 1½in!

**BIG-TWIN** enthusiasts will want to do poojah at Stand 150—taken by the Vincent Owners' Club. Main exhibit will be a 1950 Black Shadow rebuilt by the sports secretary, a Series D Black Prince which regularly wins top marks in concours d'élegance and a sectioned Black Shadow engine. And there will be pictures by the score.

**AND FOR FOREIGN** tourists all the glamour of continental trips can be recaptured by calling on the International Motor Cyclists' Tour Club members who have a small, mazy stand on the ground floor at the back of the hall. It has no number—but it is clearly indicated on the floor plan on page 594.



*Above: All set for one of the popular Olympia shows—1911, in fact. On the right, opposite page, is an Earls Court scene over 40 years later*

# Showtime Ramblings

JIM SHELDON, WITH A PENCHANT  
FOR RESEARCH AND A LONG MEMORY,  
TURNS THE PAGES OF  
MOTOR-CYCLE SHOW HISTORY



*Man in the news just now, Field Marshal Viscount Montgomery, was very much in our Show news when he opened the 1948 Earls Court display*

**T**HE first Show in Great Britain? I should say it was on 15 October 1895 when Sir David Salomons, Mayor of Tunbridge Wells, organized an exhibition of these new-fangled motor vehicles, in his grounds, with at least one motor cycle present, a De Dion trike with a rather clumsy, single-cylinder, air-cooled engine behind the rear axle. One immediate result of the exhibition was the formation of the Self Propelled Traffic Association to harry the Government towards a repeal of the ridiculous laws which made motoring on public roads a farce.

Another result was the production by a firm named Iliffe of a weekly magazine for motorists (mainly potential) called *The Autocar*. The trouble was that no one had given two-wheelers a name that clicked, but before the end of the year (1895!) Editor Henry Sturmer (later to appear with the Archers, as we

all know) inserted under the title on the cover, in very small print "Incorporating the Motor Car, Motorcycle, Horseless Carriage and Journal of Automobility." Yes, I know, they never could spell, but at least they tried to give us a name and, the best part of a decade later, a magazine of our own. The spelling had improved by then, too.

From 1897, the Stanley Show, originally for pedal cycles, included a few motor cycles—mainly De Dion inspired. This was the era of Mr. Lawson and his patents empire. He had bought up the British rights to the Daimler and De Dion patents which he referred to vaguely as the master patents for the motor vehicle and proceeded to strangle the infant industry at a fee of £10 per horse power per vehicle.

One result was the sudden appearance of the clip-on type of machine in 1901, a development of the pedal cycle and right



outside the Lawson patents. There was a jump from half a dozen to more than 100 motor-cycle exhibits at the Stanley Show that year. Many well-known cycle makers fitted little continental engines such as the French Clement or the Belgian Minerva with surface carburettor and battery ignition. Many of today's manufacturers entered the industry around this period. Yes, the 1901 Show was quite the most important to date.

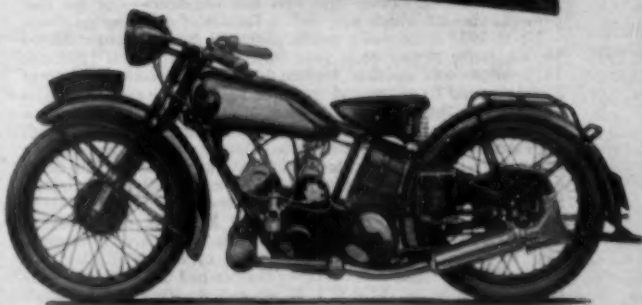
Mr. Lawson's patents empire had started to crumble. He renewed his Maybach (float-type) carburettor patent which he had defended so stoutly but let our own Edward Butler's earlier corresponding patent lapse (as the Butler carburettor would not work, he said). Some wide had fitted his model with a Butler device and drove down to the Law Courts . . . and it was spray carburettors for the masses in future. The Werner brothers gave us the diamond frame, with central engine position. The industry started to forge ahead. There were more than 300 motor-cycle exhibits at the 1903 Stanley Show.

At these early shows there were many features on the stands for which the designers have received little credit. For instance, Rowdens had a "twisting handle" plus Bowden cable for controlling the speed. (In that era control was usually by advancing and retarding the spark.) Yet today most people think that an American firm "invented" the twistgrip, at a much later date. When this journal separated from *The Autocar* (Motor Car, Horseless Carriage and Journal of Automobility) in 1903 we had two shows, the Stanley at the Agricultural Hall and the National at Crystal Palace where you could try any device you fancied round the grounds. I have heard of worse ideas.

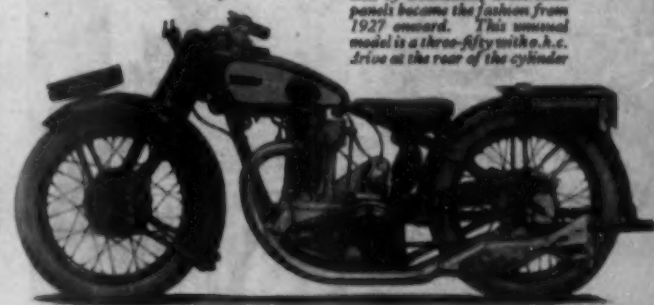
Maybe progress was too violent in the next few years? Such ventures as the ill-conceived forecar did not help. There was a falling-off in interest though such firms as the Triumph Cycle Co. continued production and eventually restored public confidence in the motor cycle. Mechanically operated valves, and magneto ignition, were proved. The T.T. races in the Isle of Man—the first was in 1907—hammered home the lessons. At the end of the opening decade of the century the famous names of the first years of the industry started coming back: Excelsior, Humber, Rover, Royal Enfield, Veloce, and so on.

In 1910 the first Olympia Show took place, and it seemed that with it a new era dawned for the motor cycle. We were to have our shows there for the next quarter of a century, but during the first four years of Olympia we had more intensive development of the motor cycle than at any time before and, perhaps, since. Consider motor-cycle transmission alone. We progressed from single-speed with direct belt drive, first to the rear hub-clutch, then to the three-speed hub-gear, to the countershaft gear box, the hand clutch and, despite Press antagonism, enclosed chain drive. Power went up and multi-cylinder engines were commonplace. Great names in other spheres, B.S.A. and Sunbeam among them, came into the industry.

But the 1913 Show has my vote as the most important of these early Olympias for this was the occasion on which the little two-stroke came into its own. The Levis, the Velocette,



*Above: The machine that caused the dickheads to say that England was going to the dogs—the 298 c.c. single-cylinder Scott's. Below: Slopers were the vogue in the early thirties; here is the B.S.A.*



*Led by Matchless, white tank panels became the fashion from 1927 onward. This unusual model is a three-fifty with a h.c. drive at the rear of the cylinder*



the Baby Triumph with two-speed gear—many of them well remembered today. In addition there were new proprietary two-strokes, the most notable of which was from Villiers.

After the first world-war there was a minor boom in flat twins and a major flop in scooters. The Press cannot plead an entire absence of guilt here. Their insistence that the scooter be kept an entirely simple little single-speeder one could learn to drive in a matter of minutes was the trouble. But employment was, maybe, a couple of miles away. Two miles flat out with a very low single gear (very low for easy starting) and with the engine tucked away out of the airstream in many cases... too late the manufacturers realized their mistake, and some three-speed armchair scooters appeared. We looked at them from the gangway and carried on to the Norton or Sunbeam stand to see some real machinery. The scooter was dead, we said. Hereabouts characters from the early years of motor cycling—nowadays we would call them cranks, I suppose—with odd garments and odder ideas on design were in evidence for the first time. The game had acquired its old-timers.

The seller's market had gone long before the middle 'twenties. The price war had replaced it almost overnight. B.S.A. listed a good-quality 500 c.c. side-valver for £44. Triumph replied with the famous Model P at £41 17s 6d. Such prices could be achieved only by large-scale production, so the proprietary engine—J.A.P. and Blackburne, for example—came into its own for many of the smaller manufacturers. They could be seen on their stands selling their wares, and as some of them were well-known riders—and very fine engineers—one got that personal contact which was such a feature of the Vintage years.

Up to 1927 there was a steady course of development reflected by successive shows each year from the early days. But the 1927 Show was another landmark for about then the motor cycle changed its shape and much of its mechanical detail. The long, low flat-tank machine, typical of all that the Vintage game stands for, was replaced by the modern shape of machine with high saddle tank and short-wheelbase frame with straight, sloping top tube. I think Matchless was first in the field with deep, white-panelled tanks. Only a few makers, notably A.J.S. and Sunbeam, retained the earlier lines. Even their models were redesigned for the 1928 Show, which I always remember as the white-tank Show. Matchless must have had a bumper year by being first for half the motor cycles on display had white-panelled tanks it seemed. Velocette had the T.T. positive-stop foot change on their K.T.T. job and we went along to their stand and argued about it with designer Harold Willis. Without a shadow of doubt, some fine motor cycles were produced during the last few years of the Vintage era. But at Olympia in 1929, Scotts showed an air-cooled single and the old-timers said it was obvious the country was going to the dogs.

The rider-manufacturer disappeared with the slump which hit the industry as the Vintage years ran out. Some ranges were whittled down to a few models fitted with the ever-popular 172 c.c. and 196 c.c. Villiers two-stroke units. A development with which not all of us were impressed was the sloping engine



*The machine that started the parallel-twin vogue—the Speed Twin Triumph. Picture shows a 1939 model which differed in detail from the initial, 1938, model*

which became almost universal in the early 'thirties, though some famous firms such as Rudge, Velocette and Norton retained the vertical engine. The Matchless people, ever pioneers, had tried a new market with their 397 c.c. side-valve Silver Arrow twin (which had a spring frame) and for the 1930 Show developed a four, the 593 c.c. Silver Hawk, as did Ariels with their 499 c.c. Square Four, the first of a long line still in production. Neither owed anything to the Isle of Man for its development but both were indicative of the time, and the new markets ahead. I spent hours on the Matchless stand, considering the "Sparrow," but decided in the end to "give it a year."

The early 'thirties saw some interesting technical developments but at Olympia a lot of the old glamour seemed to have gone. I chose a well-known five-hundred o.h.v. single which "did" its big-end occasionally after 200 miles of my sort of non-stop riding. As my weekend trip was twice this mileage each way I changed at the following Show to another famous make. On that one the drive-side main bearing went in the same circumstances. I blew into the next Olympia breathing fire, and a friendly manufacturer sat me down on his stand and talked quietly. The last two machines I had bought, from rival firms, mark you, were good motor cycles, he said. Hundreds, nay thousands of riders used them daily to ride to work, with a run into the country at the weekend, to the coast once a year, for a holiday. He made such a motor cycle himself at a similar price. He also made a more expensive model for riders like me who should, by now, be the motor cycling equivalent of connoisseurs. It was a make I had not even considered, but I took his advice and learned the lesson that in motor cycles, as in most other things, you get just what you pay for. You have to admit it in the end.

Our Show moved to its present home at the end of 1937, and became an altogether more pompous occasion. There was lots more room in the big triangular building. The top men disappeared into offices and though there were plenty of salesmen who would book your order, even guarantee you a delivery date, gen became difficult to locate. I found I could tell if a salesman had ever ridden any motor cycle, let alone the device he was trying to sell me, in 30 seconds flat.

When the Show was revived after the more recent war, in 1948, there were many names missing from the stands but a host of old friendships to be renewed. I should not really write about it as by then shows were becoming more and more social occasions for me each year. The vertical-twin engine, successfully developed by Triumph's Edward Turner pre-war came in a variety of makes by 1949 to 1950, and is now a general feature, as is the telescopic front fork started in England by Matchless during the war. Plunger rear springing has come and gone in favour of the pivoted fork. In later years I stood and looked at the new scooters and shook my head. Then I had a closer look and saw that the designers had avoided the faults which killed the scooter a quarter of a century earlier. I wondered if anyone would have the guts to try large-scale production to keep the price down, and a nationwide advertisement campaign to kill inherent prejudice. Seems they have!

When I recall the 1956 Show I shed a tear simply because we had to go without in 1957. On that last visit the spotlight was on the two-fifties—and is still on them—and meanwhile there has been a lot of interest in fairings. I must take a close look at them on Saturday and at some of the new scooters—after ogling the big hogbuses in my usual fashion. We missed a year as I say—so for me the coming week at Earls Court will be a double occasion to make up for the gap. See you there!

*Even in post-war shows space has usually been found for a few of the famous machines of the past. This year a selection will be on Stand No. 21*





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stage I didn't know what sort of machine I would find in the garage when I went home for the holidays. All I learned from vague comments in letters was that it would be a fairly old model.

It certainly was a veteran as I saw when I arrived home for the holidays. It was a 1934 two-fifty c.h.v. Calthorpe nearly 10 years older than I am. But it was in reasonably good condition after being built up from a heap of junk by Vic Willoughby who put in about a year's spare-time work on the job. That evening we took the Calthorpe on to the lawn and I heaved it on its stand. Lesson No. 1 was on starting. At first I made a mess of it. In spite of following the hints from my father I did not seem to be able to get a good swing on the kick-starter. We persevered. The main problem, I found, was that I did not use the exhaust-valve lifter properly while busy leaping on the pedal. But suddenly the knack came. I felt as pleased as punch and went to bed that night with visions of first-kick starts as a routine in future. In fact, I have never had any trouble since.

Next morning I was up early, practising starts and, while

*Left: The first—and very nervous—minute as Anthony Hodgson starts his test. Right: The final result—a three-year licence*

By  
**ANTHONY  
HODGSON**



## A School Holiday to Remember



*Smiles all round as Anthony receives his pass ticket*

**L**AST Christmas, when I was home from boarding school, I started to sow the seeds. I would get conversations round to motor cycles and I dropped hints to father, mother and family friends that the best 16th birthday present I could have would be a driving licence. In the grand manner of a Churchill or Montgomery, I left them to work out the details! Then came the August day when I was 16. In the school post was a form from Dad. It was an application for a provisional licence. I filled it in and sent it back hoping that he would add the cheque and get the licence. Even at that late

PASSING THE DRIVING TEST IN A FEW WEEKS: A

SIXTEEN-YEAR-OLD LEARNS TO RIDE

ON A 24-YEAR-OLD CALTHORPE

sitting in the saddle, getting the feel of the way the engine responded as I moved the twistgrip. With the Calthorpe still on the stand I practised gear changing and soon mastered the positive-stop mechanism. (Vic Willoughby had converted the change from hand to foot control). Then came the big moment. Father said I could do a lap of the lawn in bottom gear.

As the engine ticked over I raised the clutch lever, nicked bottom gear home, released the lever and promptly stalled the engine—the usual thing, I gathered. I knew I was engaging the clutch too quickly and forgetting to open the throttle to pull away but it was a problem to get the movements nicely timed. Eventually I managed it when I realized that the clutch lever had to be released *really* slowly and if I listened to the beat of the engine it was easy to give a bit more throttle to prevent it from petering out.

When I eventually got moving properly cornering at the ends of the lawn gave me little trouble. I was turning in a series of



"Then came the crash stop—something I had been warned about. The old bike responded as it had never done before"

straight lines and could not sweep round smoothly. Then I discovered that I was being too cautious and going too slowly. If I opened the throttle a fraction the Calthorpe did the banking and cornering for me and balancing came quite naturally—as father said it would if I opened up slightly. Not so in the reverse direction, however. When I tried my first anti-clockwise lap and accelerated on the corner to keep balance I went almost straight on into the flower bed! But that was only a temporary set-back (which father explains in his postscript). All the next day I rode round the lawn in right and left circles and then began to make figure-of-eight turns without trouble. Finally we set up a line of tins to make a wiggle-wobble just as they do on R.A.C.-A.C.U. training courses. In about three days I had got to the stage when I was feeling quite confident—a real bottom-gear, walking-pace exponent, in fact.

Now came the first move to ride on the road. Father took me along to a nearby dealer's and with most of my savings I bought a safety helmet—but he paid for the L plates! The evening rush-hour traffic had cleared and with my new helmet on my napper and the glaring L plates displayed fore and aft I rode gently down the pavement ramp. For the first time in my life I was on the road with a powered vehicle. The thought gave me quite a thrill—until I stalled the engine and learned the lesson that it was better to concentrate on what I was doing.

After crawling along the main road for 50 yards I turned left down a side road and, to my surprise, managed to change up without making a mistake. I got into third and into top and then had to change down to second for a corner. That, too, was easy although my progress was a bit jerky. After turning two more corners I was faced with a gentle hill. I accelerated in second in fine style until the gear jumped out. Before I knew what was happening the engine was racing and I thought that something serious was wrong. But apparently no damage was done. (Later on we found that the slipping out of second gear was not my fault. The gears were badly worn and new parts cured the bother permanently.)

During the next week I covered quite a few miles around the local side roads. My first big adventure came when I set off for Shoreham-by-Sea—in front of the family car which was towing a sailing dinghy on a trailer. We stayed at Shoreham for a week and I got in plenty of riding over the South Downs. The winding roads gave me good practice in cornering and I became quite proficient in gear changing on the many steep hills.

I had been swotting the Highway Code at school before I came

home for the holidays and I often spent the odd ten minutes re-reading sections here and there. Although the Downland byways were usually free from traffic I really tried to glance over my shoulder when necessary, give the correct signals and carry out all the rules because I very much wanted to pass my test at the first attempt. It wasn't long before signalling and so on—what father calls the basis of roadcraft—began to be almost automatic and I was beginning to ride without having to think of every action. Towards the end of the holiday I started to go farther afield than the local country roads and also to spend a bit of time in the busy streets of Shoreham. The sailing I left to father and my younger brother, Nigel.

Now came a setback. I had applied for my driving test to be taken on the latest possible day at the end of the summer holidays. Just before we set off for a fortnight in Jersey, I learned that my test could not be fitted in until well into the Winter Term. The news was a keen disappointment because I would have had to wait until the Christmas holidays, during which time the provisional licence would have expired. So we put in a plea for an earlier date.

On our return from Jersey, to my great surprise there was a card to say that my date had been brought forward. I had only a week to go. Of course, I was delighted to be able to have a crack before returning to school but there was no denying I had a horrible pre-exam feeling in my tummy. I began to realize that I had such a lot more to learn for, by the time the test came round, I would have been riding for only 22 days. Every spare moment I used to try out the manoeuvres that might be expected of me. Every night I re-read the Highway Code and mugged up books about passing the test.

And so, all too soon, THE DAY came round. I had to report at 9.15 a.m. outside our local post office. Straightaway the examiner explained to me what I was required to do. I was to emerge into the main Brighton road (at the height of the rush-hour traffic), turn left and, in 50 yards, turn right across the oncoming buses and cars down a side turning and then, turning right three more times, to rejoin the main road, so forming a square of which the main road was one side.

While I made three laps (it may have been four, I am not quite certain as I was so occupied with my riding) the examiner watched from various points to see how I gave signals, edged towards the crown of the road in good time before turning right, when I changed gear and so on. I learned afterwards, too, that my method of dealing with a crossroads at the back of the "course" had also been noted.

Next I was re-routed down a fresh group of roads. Here I had to ride for 20 or so yards slowly alongside the examiner while he walked on the pavement. Among other manoeuvres I

Balance and machine control are under scrutiny in the test of riding at a walking pace alongside the examiner



13 NOVEMBER 1958

Correct positioning near the crown of the road before turning right is important; other traffic passes on the nearside



The moment when you are glad you read and re-read the Highway Code. The questions came towards the end of the test

had to turn round in the width of the road. Unfortunately I slightly misjudged my turning circle and angle, but a hurried dab with my foot quickly put it right. Then came the crash stop—something which I had been warned about. I was asked to approach the examiner at 30 m.p.h. When, and not before, he put his hand up I had to stop in the shortest possible distance, using both brakes hard. Well, out came that hand, and the old bike responded as it had never done before. The rear wheel locked but, fortunately, skidded straight and true.

Finally, after dealing with a pedestrian crossing in the main road once again (a watchful eye was kept on me to see that I did not filter past the stationary traffic), I returned to the examiner's base where I was asked straightforward questions on the Highway Code.

Here are five, as near as I can remember them. What would you do when on the move if you saw an amber traffic light? When would you never overtake? What is the forbidden parking distance on the approach side of a pedestrian crossing? Roughly what is the normal stopping distance of a vehicle from 40 m.p.h.? When is it permissible to overtake on the left of another vehicle?

And then, with a smile, the examiner told me I had passed! Yippee! Quite suddenly my tummy was back to normal. Soon

that precious piece of paper with the all-important statement that I could now be issued with a full licence to drive motor cycles and three-wheelers was handed over. Within the hour, down at the licensing office, I was issued with my new licence, valid for three years. Off came those plates.

And now, dad informs me, I can get down to the business of really learning how to ride a motor cycle. My course restarts in the Christmas holidays!

## Teaching the Learner

### Former Staffman "Ambleside," the Tutor, Adds a Postscript to the Story

HAVE you ever tried to explain to a beginner just what is happening when you ride a solo round a bend? I had to when I was teaching Anthony. My mind went back not to my early motor-cycling days—they began very unofficially in 1918 with an A.B.C. scooter—but to the time when I was learning to fly a Gipsy I Moth in 1934. My instructor had asked me if I could ride a bicycle or, better still, a motor cycle. When I assured him on both points, he said: "That's fine, for you won't have any difficulty in flying the Moth." It was some time later, when he got to know me really well, that he enlarged on his remark, which had somewhat puzzled me at the time.

He had a theory that, in most circumstances, you could "fly by the seat of your pants." What he meant was that, just as one banks over on a bend with a motor cycle, so one does in a plane. But the degree of bank is almost predetermined by a series of reflex reactions which come without thinking—they are, in fact, almost automatic. These automatic reactions were set up, he said, by the sensations of one's own weight being applied to the saddle. On a straight road, we become accustomed to our own weight under the normal downward pull of gravity. But go round a bend, and another force—centrifugal force—is applied to our bodies. In flying parlance this induced force is known as (little) *g* while the earth's gravity is known as (big) *G*.

As a motor cycle is banked into a turn we counter the effects of *g* and simulate the sensations of normal gravity. Lean in too much, or ease off the turning radius of the machine, and your body will begin to slide inward off the saddle. But this sensation is quickly transmitted through the seat of your pants and, quite without thinking, your reflexes will cause you to reduce the angle of bank or tighten up the turn, or both.

With a motor cycle there is another factor—the rate of turn which plays its part when the throttle is opened or closed. It has the same result as increasing or decreasing the turning circle. In this case it is not a reflex action but one which requires quick





*"Ambleside" insists that Anthony has his first lessons in the garden and by circling the lawn learns something about riding by the seat of his pants*

thinking on the part of the rider, although it is not long before experience automatically helps you to assess beforehand the speed at which a given bend can be taken.

I tried to explain all this to Anthony in simple language with rough diagrams. Our lawn was ideal for him to test theory in practice because he could start off with large circles. By making him go faster, he reached the stage when the front wheel slid away and he landed in the flower bed! That was his first important lesson. From then on, I feel sure he respected the seat of his pants.

We spent a good deal of time practising snap acceleration on the short straights between the turns so that Anthony had sufficient mastery of throttle control to know how to accelerate smoothly and by just the right amount as he entered each bend. Then we had exercises in braking—and did our poor old lawn suffer! However, the rapid shift from acceleration to hard braking before each bend certainly helped him to gain confidence and to rely on his front brake. It also made him quickly realize—at the expense of the flower beds—that braking must be done before entering a bend.

It is curious how loath beginners are to use the front brake. I suspect that the fear that the front wheel will slide away is often a subconscious reaction from a mishap in early cycling days. However, it is not long before the different behaviour of the front and back brakes is appreciated; how, with deceleration, the weight is transformed progressively forward as braking is increased, so giving greater adhesion to the front tyre and correspondingly less to the rear.

After three whole days of lawn practice I felt Anthony was confident enough to cope with quiet road conditions. By starting off in an anti-clockwise direction it was possible to go round a one-mile circuit without crossing a line of traffic. And so the next hurdle was tackled—that of road familiarization. We went out in the quiet of the evening next day and I got him to tackle a local hill with a gradient of about 1 in 5. After riding both up and down (it has an acute bend at the bottom) I next made him restart several times on the steepest part. Good practice this, although awfully hard on the clutch.

That weekend we all went off down to Shoreham some 50 miles away, as Anthony mentions. By starting early the roads were reasonably clear and his first real journey was accomplished without a hitch. After a week of practice in varying conditions ranging from quiet country roads to crowded seaside-town streets I really began to have confidence in him, so that on our return to London, with his L test impending, it was possible to begin pumping the rudiments of roadcraft into him.

For instance, I always feel that the most dangerous vehicle on the road can be the one in front of you, for the reason that without warning it can suddenly stop or, worse still, turn off to the right just as you are about to overtake. The risk applies particularly to a solo motor cyclist who, unless he rides well to the rear or near the crown of the road, can only too easily fail to see the hand signal or old-type indicator arm (for this reason, there is a lot to be said for the flashing indicators now fitted to modern cars). The next point we talked about was respect for the vehicle behind, for it, too, can be dangerous. We should never change suddenly from one line of traffic to another without first glancing behind and then giving the appropriate hand signal.

From these two points we next concentrated on the equally important one of correct positioning in the road before turning right across oncoming traffic. I knew that driving-test examiners were most insistent—and so they should be—about easing out towards the crown of the road; about beginning this manoeuvre 50 yards or so before the turning point, with due regard to the traffic behind—that is, by glancing rearward followed by the appropriate signal. Really, all this boiled down to the fact that he should never do anything without thought for other vehicles on the road; in fact, he must, metaphorically, put himself in the riding or driving seat of the vehicles in front and behind.

Finally, we talked about pedestrians. It is not often realized how great is the acceleration achieved by the human being over the first two yards when stepping out from the curb—two very vital yards to a motor cyclist keeping well in on his correct side of the road. If only peds would walk slowly and deliberately all would be well. I seem to remember once being told that even an elderly person can accelerate faster over three feet in any direction than almost anything else in nature. For example, a cat can spring forward really quickly, but it is not anything like so speedy going astern. But the human animal can stop, or hesitate and jump back, with frightening speed. With this in mind a watchful eye must be kept on parked vehicles from behind which a pedestrian is always liable to appear.

On his actual test, I felt that he stood a reasonable chance. He had been swotting up his Highway Code, reading books on the subject. He had, too, become reasonably proficient in dealing with the mechanics of the Calthorpe and, above all, had become confident, but never too much so, on the road with it.

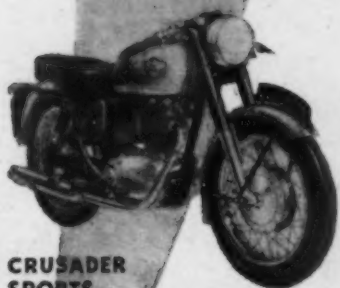
His test was quite a severe one, I thought. He was put through his paces for almost an hour. I suspect his success was to some extent due to the part played by the seat of his pants—although I doubt whether he yet appreciates the fact!



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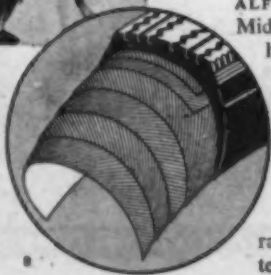
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*In the lab, Mr. Brown's tyre was found to have a cord carcass still in excellent condition. The rubber tread was worn but not the High-Tenacity tyre cord! (See right how thousands of tyre cord strands form the basis of the tyre.) No other tyre cord makes tyres that run so quietly and so comfortably with such long and safe mileage.*



### Alfred Brown gets lab. check on High-Tenacity Rayon tyre cord

ALFRED BROWN, of Edgware, Middx., knows that taxi tyres have to be very tough indeed to stand up to the enormous wear and tear in London traffic. He uses tyres reinforced with High-Tenacity Rayon tyre cord.

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Courtaulds scientists are improving High-Tenacity tyre cord all the time. This means thousands of miles of additional tyre life to the motorist and safer, cheaper transport for everyone.

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**BASIC STRENGTH OF THE WORLD'S TYRES**

# New Villiers Moped Engine

Compact Two-speed Unit Incorporating Pedals: Only One Driving Chain to Rear Wheel Needed

**E**XPRESSLY designed for moped installation, a trim, two-speed power unit incorporating pedalling gear is a late addition to the comprehensive range of Villiers motor-cycle and scooter engine-gear units reviewed in *The Motor Cycle* for October 23. Initially, home-market supplies of the new engine, designated Mark 3K, will be reserved for companies of the Tube Investments group, in particular for the Norman mopeds.

Polished, die-cast side covers of oval shape emphasize the sleek, modern lines of the Mark 3K, which features unit construction of the engine, gear box and pedalling mechanism. Integral crankcase and gear-box castings are joined on the longitudinal centre line. Bore and stroke dimensions are 40 x 39.7mm, giving a capacity of 49.9 c.c. The cast-iron cylinder barrel is surmounted by a light-alloy head. Of conventional design, the built-up crankshaft is supported in journal ball bearings. Synthetic-rubber seals are fitted outboard of the bearings. The crankpin is pressed into the crank cheeks and the big-end bearing comprises two rows of uncaged rollers.

Mounted on the left end of the crankshaft is the flywheel component of a small Villiers flywheel magneto enclosed by the cover casting. Lighting coils are incorporated which give an output of 18 watts. The other end of the crankshaft

carries the clutch which, together with the chain primary drive, is enclosed by the right-hand cover. The clutch centre transmits the drive through moulded Ferodo friction discs to the clutch drum; the driving sprocket is brazed to the in-board face of the drum.

Cable operated from the handlebar and positioned inside the right-hand cover, the clutch operating lever, actuated by a quick-thread, moves laterally so that its boss bears directly on the pressure plate to disengage the clutch. An aperture in the side cover gives access to the lever adjusting screw and lock nut.

Running in oil, the primary chain transfers the drive through a 3.6 to 1 reduction to a chainwheel on the gear-box countershaft sleeve. The sleeve has integral high-gear and low-gear pinions and through its centre passes the pedal-drive shaft. The second of the gear-box shafts is not a true layshaft, as the final drive is from a sprocket keyed to its left-hand extremity external to the gear-box casing. The shaft is thus a second-motion shaft and on it are two pinions free to rotate. Between the pinions is a double-ended selector dog which slides on splines to provide low-, neutral and high-gear positions.

The selector spindle passes vertically through the casing and its operating lever, connected by cable to a handlebar twistgrip or trigger, is spring loaded so that low gear is engaged when cable tension is slackened. Both pedal and power drive pass through the second-motion shaft and hence only one driving chain to the rear wheel is necessary.

Alongside the countershaft sleeve and free to rotate on the pedal shaft is the pedal-drive chainwheel which has ratchet teeth formed on its left face. The chainwheel is coupled by a short chain to a second sprocket locked to the second-motion shaft just to the left of the low-gear pinion. To the left of the chainwheel and engaged with helical splines formed on the pedal shaft is a sliding ratchet with a grooved boss lightly gripped by the tines of a hairpin spring. The downward-projecting loop of the spring is a loose fit between two vertical ribs cast on the inside of the gear-box casing.

The sliding ratchet is initially prevented from rotating by the grip of the hairpin spring, but forward rotation of the pedals causes the ratchet to travel laterally along the helical splines until it engages the ratchet teeth of the chainwheel, when further pedal movement drives the chainwheel and, by means of the short chain, the second-motion shaft and its output sprocket. If the machine is in gear, the gear-box countershaft and engine crankshaft will also rotate, providing a means of starting the engine. When the engine fires, the pedal-drive sliding ratchet is overrun and thrown out of engagement along the helical splines. With the gears in neutral the machine can be pedalled as a normal bicycle.

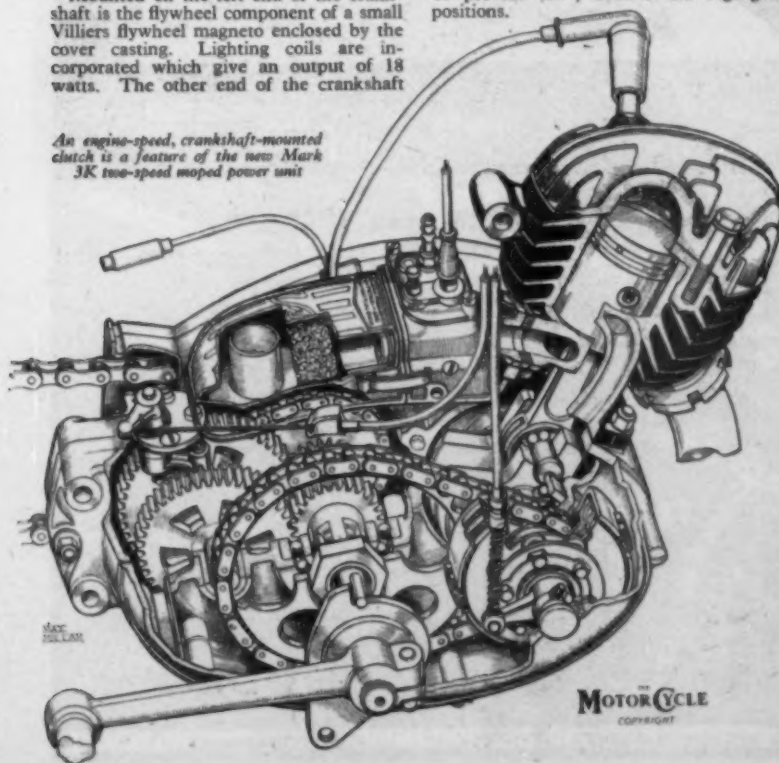
External to the right-hand side cover and inboard of the pedal crank a free-wheel unit is splined to the pedal shaft. The free-wheel casing is coupled by rod to the rear brake and is brought into operation by reverse movement of the pedals.

Developed for the Mark 3K unit is a new carburettor, the SM10, with a body casting and plastic-case air filter shaped to the upper contours of the engine-gear assembly. The more unusual features of the carburettor include a spherical brass float and a shutter-type strangler operated by a spring-loaded plunger and interconnected with the throttle slide. For a cold start the plunger is depressed manually; the shutter returns to the open position when the throttle slide is almost fully raised.

The moped unit is designed for suspension from the frame at three points. At the top rear of the cylinder barrel is an integral boss which forms the upper mounting. Two rearward mountings are provided behind the gear box on a flange formed by the main engine-gear castings.

The manufacturers are The Villiers Engineering Co., Ltd., Marston Road, Wolverhampton.

An engine-speed, crankshaft-mounted clutch is a feature of the new Mark 3K two-speed moped power unit



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# Have You a Show Query?

OFFICIAL OPENING : HOW  
TO REACH EARLS COURT BY  
ROAD OR UNDERGROUND :  
GENERAL INFORMATION

AT 11 o'clock on Saturday morning London's 32nd Cycle and Motor Cycle Show will be officially opened at Earls Court by the Minister of Transport and Civil Aviation, the Right Hon. Harold Watkinson, M.P. Doors will open at 10 a.m. The Show will be open daily (with the exception of Sunday, November 16) from 10 a.m. to 9.30 p.m. up to and including Saturday, November 22.

radiate from the Metropolis in all directions. Having reached inner London, what then?

## By Road

Study the map on this page. It shows how the main roads link up with the centre of London. It also shows very clearly the exact location of Earls Court in the angle formed by the junction of Lillie Road with Warwick Road. With the aid of this map you can plot your route to the exhibition building from surrounding districts. There will be A.A. and R.A.C. signs to help you. Minor roads are omitted to avoid confusing the issue.

## Where to Park

Extensive parking facilities are available at Earls Court. If you enter through the main gates in Warwick Road, ride round the left side of the building to the back, where you will see the signs and be directed. Alternatively, your approach road may lead to the rear entrance, which is even handier to the parking areas. Daily charges are 1s

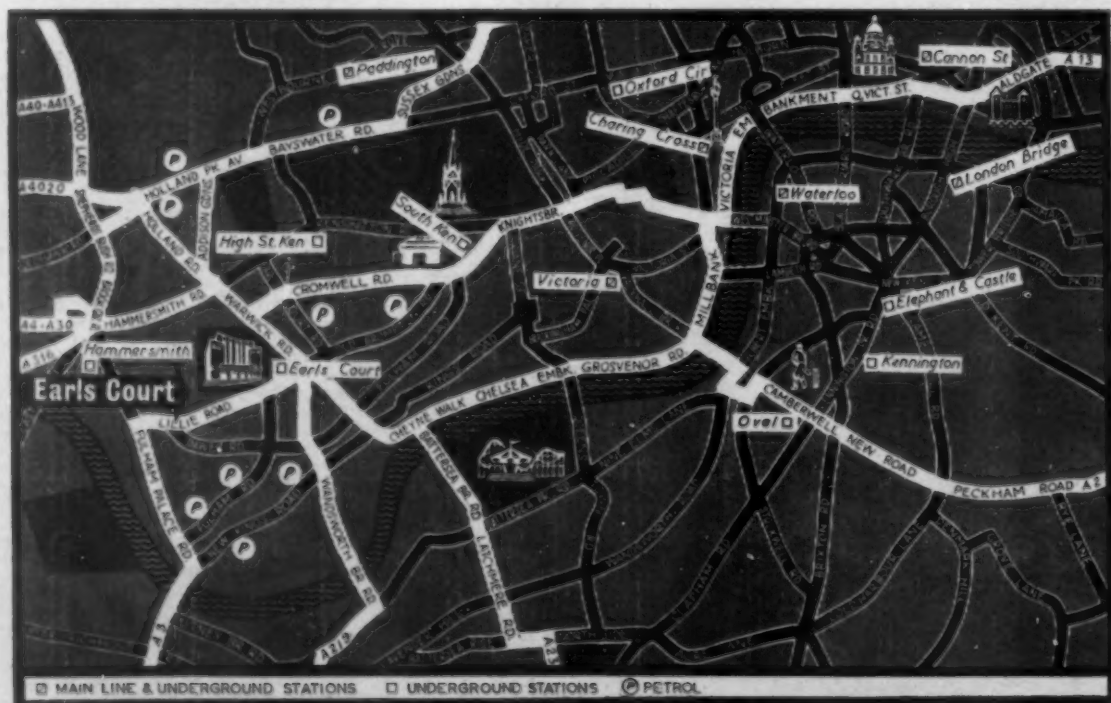
for solos, 2s for sidecar outfits and three-wheelers and 3s 6d for cars. Parking is permitted in a few of the surrounding streets but unless you arrive early you are likely to be unlucky. And just a word of warning: wherever you leave your machine, take steps to immobilize it. Removal of a plug lead or rotor arm or use of a padlock and chain will prove a useful deterrent and contribute to your peace of mind.

## By Rail

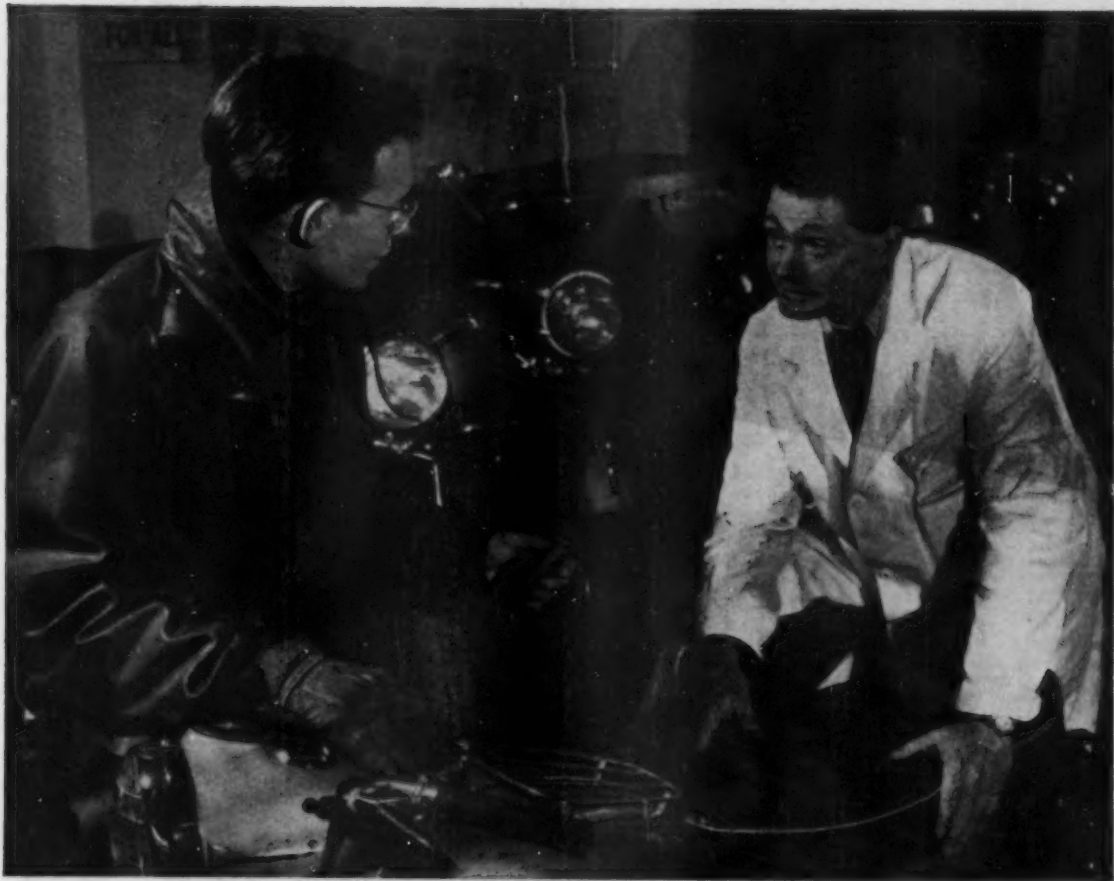
Those travelling to London by rail will arrive at one of the main-line termini. All are connected with London's tube-railway system, the Underground, which consists of several lines. The Underground station for the Show is named Earls Court and is served by the District and Piccadilly lines. Trains run there every few minutes. The station has a subway connecting it with the exhibition building, while one of the main exits is in Warwick Road directly opposite. The following routes explain how to reach Earls

## Getting There

Thousands of enthusiasts will be riding and driving to Earls Court from all parts of the country. Thousands more will be making the journey by train. Those coming by road will easily find their way to the outskirts of London along the various main roads which







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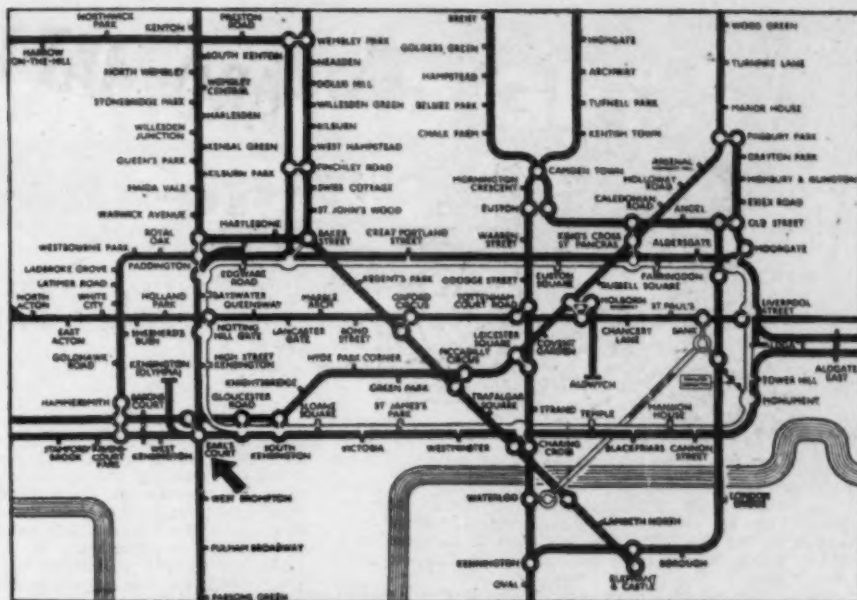
**FREE SKIDLID TRANSFERS** Mr. Mercury—who sports the original skidlid—will be glad to give you a free pair of full-colour Mercury Head transfers. Call in at any National "Solus" Station or send your name and address (**BLOCK CAPITALS**, please) on a postcard to: "Transfers", National Benzole Co. Ltd., Wellington House, Buckingham Gate, London, S.W.1.

*for high-Aromatic motor cycling*



## GO SUPER NATIONAL BENZOLE

Map of the Underground system covering inner London and the vicinity of Earls Court. As pointed out on the previous page a subway connects Earls Court station with the exhibition hall



Court from the main-line terminus. Routes from other stations on the system can be simply plotted by reference to the Underground map on this page.

**Baker Street:** Metropolitan line to Edgware Road, change to District line.

**Charing Cross:** District line direct.

**Euston:** Northern line to Charing Cross, change to District line.

**Kings Cross and St. Pancras:** Piccadilly line direct.

**Liverpool Street:** Inner Circle line to Charing Cross, change to District line.

**London Bridge:** Northern line to Bank, change to District line from Monument.

**Marylebone:** Bakerloo line to Paddington, change to District line.

**Paddington:** District line direct.

**Victoria:** District line direct.

**Waterloo:** Bakerloo or Northern line to Charing Cross, change to District line.

### By Bus

London Transport buses serve Earls Court by the following routes: No. 30 from Hackney Wick via Baker Street, Marble Arch, Hyde Park Corner and South Kensington; No. 31 from Camden Town via Kilburn, Westbourne Grove and Kensington; No. 74 from Camden Town via Baker Street, Marble Arch, Hyde Park Corner and South Kensington.

### Cloakrooms

On arrival at the Show you will want somewhere to leave your riding gear so that you can stroll around in comfort. Cloakrooms will be found on the ground floor just inside the main entrance. The charge is 6d per item. It is a good idea to

### Admission Prices

The charge for admission is 3s 6d daily (children under 14 years 2s except on the first day).

### Catalogues

Exhibition catalogues, price 1s 6d, will be on sale at the main entrance.

make a secure bundle of your gear. Something like an ex-Army kit bag would be most useful.

### Stand Locations

Plans showing the locations of stands on the ground floor and the balcony appear on pages 594 and 595. Carried with you they will prove useful for reference when looking for displays in which you are particularly interested.

### "The Motor Cycle" Stand

If you are meeting friends at the Show a good rendezvous is Stand 10. It is occupied by this journal and situated as usual just inside the main entrance. There will be displays of photographs depicting the many aspects of the sport and pastime plus a wide selection of literature.

### Where to Eat

Absorbing though the exhibition will undoubtedly be, the time will come when the inner man will clamour for attention. There are several bars and refreshment buffets inside the building on the fringe of the stand area. In addition there are the following restaurants.

**South Restaurant:** on the mezzanine floor, to the left of the Warwick Road entrance. Table d'hôte three-course

luncheon, coffee included, 12s 6d. Set tea, 3s 6d.

**Grill Room:** in the basement, entrance from ground floor to the left of the Warwick Road entrance. Table d'hôte three-course luncheon, coffee included, 10s 6d.

**Alpine Tavern:** basement, entrance from ground floor along from the left of the Warwick Road entrance. Cold buffet and sandwiches. Table d'hôte dinner, 10s 6d, or à la carte.

**Popular Cafeteria:** seats 700, refreshments and hot meals throughout the day. Luncheon from 2s 9d.

If you are organizing a club party to visit the Show, catering bookings can be made beforehand. They should be addressed to The General Manager, G. W. Fuller, Earls Court, Ltd., Warwick Road, London, S.W.5.

In the neighbourhood of Earls Court there are many small cafes and restaurants where refreshments and meals can be obtained at moderate prices. It should be borne in mind, however, that if you wish to go out for a meal, readmission to the Show cannot be gained without further payment.

### First Aid

The St. John Ambulance Brigade will be manning a first-aid post in Room 15 which is situated on the ground floor to the left of the Warwick Road entrance. The telephone number is FULham 1234, extension 10.

### Postal Arrangements

Postal facilities will be available at a G.P.O. temporary office on the mezzanine floor near the South Restaurant. The office will be open daily from 10 a.m. to 8 p.m.

### Organization

The Show is organized by the British Cycle and Motor Cycle Industries Association, Ltd. (The Towers, Warwick Road, Coventry), of which the president is T. J. Boulstridge.



## Letters to the Editor

### Two-stroke Capacity

#### *Plea for Changed Calculation of Swept Volume*

HAVING watched with admiration this season the praiseworthy efforts of the fairly orthodox two-strokes, MZ and Adler, to keep up with the modern, unbeatable foreign four-strokes in the 125 and 250 c.c. racing classes, I think something should be done—and can easily and logically be done—to assist all two-strokes.

I believe that the makers of some two-cycle diesel engines quote their machines' swept volume as measured from the top edge of the exhaust port. I cannot see why the Treasury, for taxation, and the F.I.M. and A.C.U., for sporting purposes, should not apply the same rule. I doubt if it would lead to the manufacture of engines of undesirable characteristics because petrol

could be fitted in two-fifty frames and give very good sport for comparatively little outlay and the benefits of "unburstability" in an impecunious field of activity such as motor-cycle racing.

While recognizing that a four-stroke can do a bit better anything a two-stroke can do, it must be conceded that, after all these years, the peak of even the simple three-port two-stroke design—let alone with rotary induction valves—has not been reached and should be hastened. Look at the varieties of ideas extant still in 1958 on different forms of transfer and induction ports, deflectors, exhaust-port positions, main bearings, lubrication, cooling and other fundamental problems of single and twin design that should have resulted in agreements and more or less standard designs years ago.

R.A.F. Halton.

C. SMELT

### Diesel Smoke Nuisance

#### *Drivers Cannot Alter the Mixture Strength*

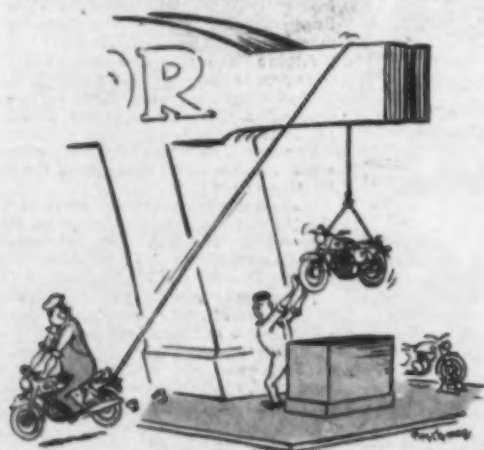
WITH reference to the controversy on diesel smoke, which I have followed closely, my patience was finally exhausted when I read M. H. Wren's ill-informed and unfortunate letter on the subject (October 2). I make a daily journey of over 100 miles to and from work and last winter's distance from September to July was 58,000 miles on a long-suffering Gold Star which is also raced in all the Scottish road events. I encounter many lorries, smoky and otherwise, in the course of these journeys. I am a diesel fitter to the trade and am employed for four months of the year as a heavy goods driver. So, having some diesel experience both from behind and inside the engine, I would like to make the following statements.

1. Mr. Wren is almost certainly a Chinese laundryman.
2. There is no way in which the driver (or mechanic for that matter) can alter the fuel-mixture proportions. All he can do is alter the governor settings or advance and retard the point of injection. The quantity of fuel for a given "throttle" opening is governed by the pump orifices and is carefully preset when the pump is new. It can be altered only when the pump is returned to a pump specialist or to the factory; the process is called recalibration of the pump.

3. The pump is usually timed by some simple form of Vernier coupling and it is quite simply altered; but this alters only the point of injection and not the quantity of fuel or the fuel/air mixture and is not very critical. Altering the timing can cause black smoke but as it is usually accompanied by severe loss of power and accompanying loss of hill-climbing ability it is soon rectified by the driver or mechanic (by trial and error with a loaded lorry on a gradient is the best method).

The main causes of black smoke are (a) choked air-intake filters (this causes a smaller quantity of air to be drawn into the cylinder for the given amount of fuel injected, which results in a rich mixture which in turn means black smoke) and (b) worn fuel injectors (or sprayers or atomizers as they are variously called) which "fill" the cylinder with unatomized fuel which accumulates to a certain extent and gives the same rich-mixture effect, sometimes only on every second or third firing stroke.

Another cause is worn piston rings and worn valve guides (on many oil engines the oil fuel is drawn into the manifold via



"O.K. George"

consumption, at least in road races, must still be kept reasonable and the scheme would provide an easy routine measurement for the scrutineers.

The capacity increase would be a gift of about 28 per cent which could not load the scales unfairly against the technically superior four-stroke. It would hardly be a gift, in fact, as a two-stroke cannot compress and derive energy from a greater quantity of gas than exists above the exhaust port at, or usually a little below, atmospheric pressure in actual practice. With existing engines it would mean, roughly, that 197 c.c. two-strokes could compete against 150 c.c. four-strokes, two-fifty twins in the 200 c.c. class (for insurance purposes as well, perhaps?) and the racing, water-cooled 322 c.c. twin-cylinder outboard engines



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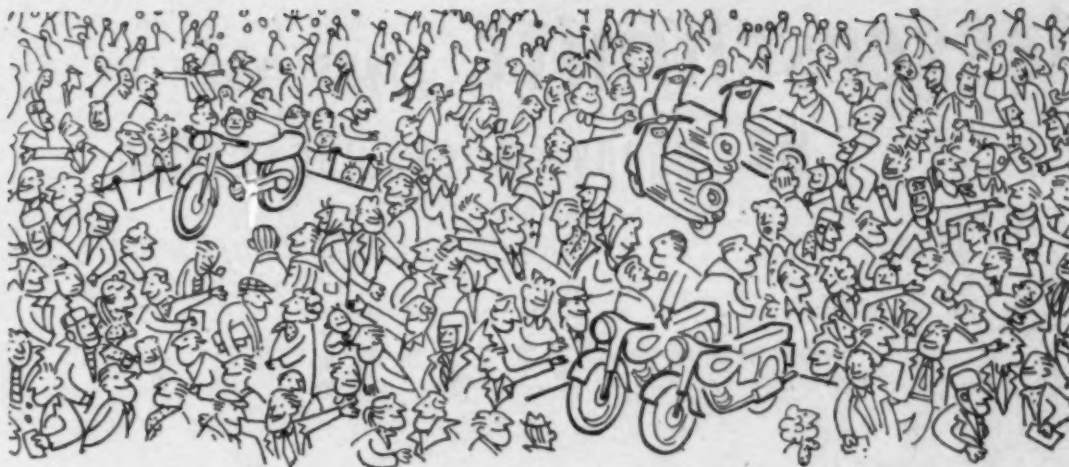
THE VILLIERS ENGINEERING CO. LTD., WOLVERHAMPTON



# ALL OVER THE SHOW

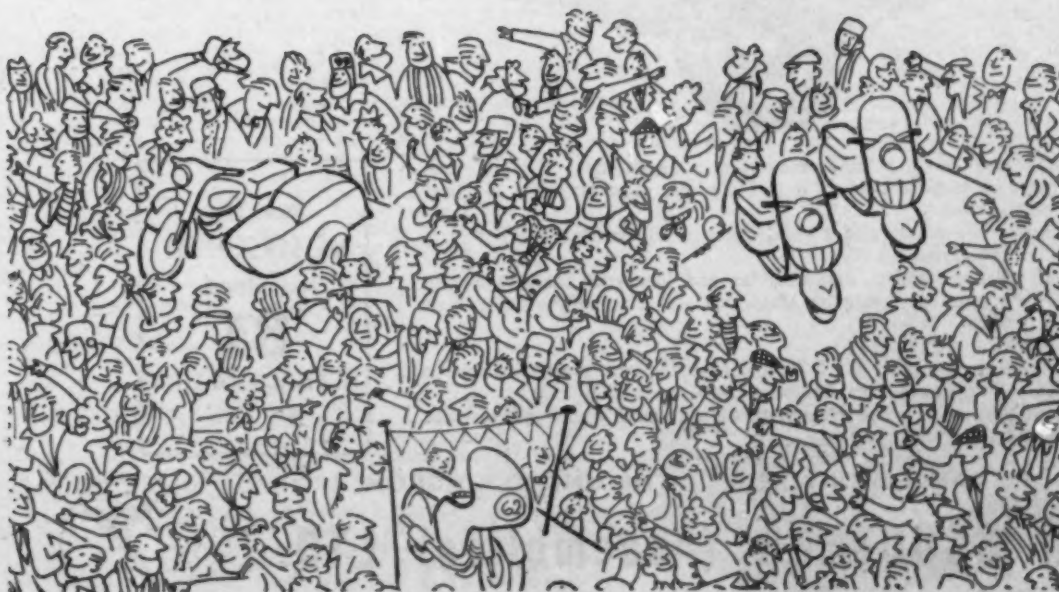
*The Majority of British Manufacturers*





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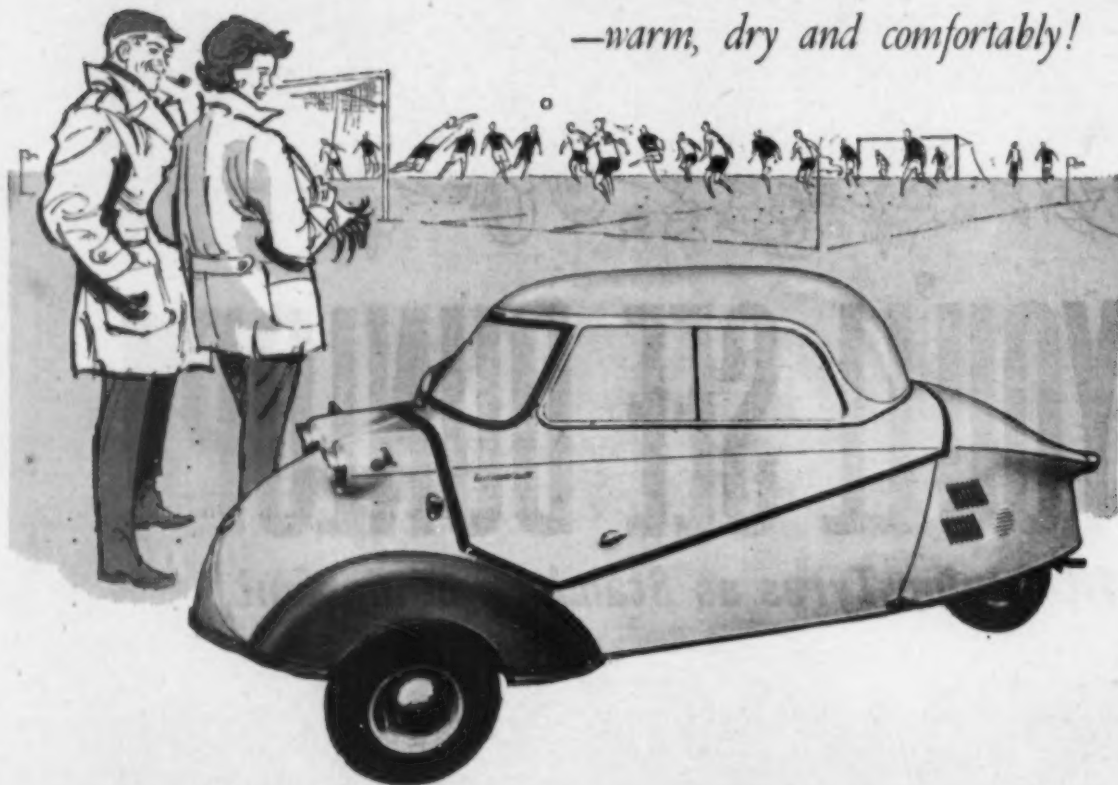




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the rocker boxes which contain a positive oil feed to the rockers; the oil then drains down the pushrod tunnels to the sump). If the rocker box is very dirty it causes the level of oil to rise over the neck of the valve guides which, in turn, results in the air picking up a large quantity of engine oil to be transferred to the combustion chamber—result: D.S.N.

Incidentally, even though detergent oils are in universal use for oil engines it is sometimes found that when the rocker covers are removed all one can see is a smooth, level layer of oil sludge with various holes through which the air is being drawn into the combustion space. Usually the sump is also in the same state.

With reference to Mr. Wren's statement regarding knights of the road, he forgets that a lorry driver does not have the all-round visibility that a motor cyclist has and possesses virtually no view to his immediate rear; further a motor cyclist is a very small and low object in his driving mirror. If Mr. Wren tries drawing out when he is still some 40ft behind a lorry or



if he will draw out 4ft clear of its side so that he can be seen, I am quite sure he will meet with every courtesy from drivers of all heavies. He should also remember that if he has to drop to 20 m.p.h. to allow a heavy to pass a still slower vehicle coming the opposite way it takes him less than ten seconds to be back at 60, whereas if a heavy has to slow to 10 m.p.h. it may take the driver four to five minutes to get back to 30 m.p.h. in top gear.

Incidentally, covering more than 80,000 miles a year for the past 12 years, including travelling from Exeter to Dunoon regularly every other weekend for 2½ years, I found that many motor cyclists were very inconsiderate to lorry drivers, especially at night and mainly in the matter of not dipping when coming up behind, thus dazzling the driver through his mirror.

From the small amount of riding experience of Mr. Wren I would say it is probably he and not the lorry drivers who are inconsiderate; if so, no lorry or trunker driver will have any mercy on him and quite right, too. It must be remembered that a trunker's driving licence is his living and that his load may be worth anything from £3,000 to £250,000—yes £250,000—so he is not going to risk damaging either unless it is very necessary.

Bullwood, Dunoon.

ALISTER A. MACALISTER

## Couldn't Care Less

*Dealer Presents the Other Side of the Picture*

AS a member of the motor trade for a matter of 40 years I feel that the correspondence relative to motor-cycle service is a bit one-sided and requires a few facts to be pointed out. In the first place it is not fair to generalize, because there are dealers who still do their best to provide first-class service all the week in spite of problems.

In these modern times motor-trade staff work on a 44-hour week and naturally expect a half day at least. John M. Gibson (October 23) was on holiday, and it is reasonable to suppose that some garage staff were also on holiday at the time: they are entitled to a two weeks' leave. Skilled men are not easy to train and keep in these days. In our particular business we stagger

the holidays and half days, but one still cannot guarantee a full skilled staff on every Saturday during the summer. And if the staff is not skilled then one cannot tackle the more obscure jobs.

No, it is not easy, believe me, and the position is made worse by many motor cyclists buying their new machines at the glamorous showrooms rather than from dealers of modest size who have grown up in the business in the smaller towns throughout the country. Sales in most cases have to subsidize the repair departments to enable skilled staff to be maintained and the business run at a profit.

I forecast that unless both manufacturers and buyers support the average type of dealer to a greater extent than is now the practice, the service over Britain will tend to deteriorate rather than improve because, with higher wages and increasing overheads in the trade, maintenance of the standards required will not be economic.

Shipston on Stour, Warwicks.

"40 YEARS A DEALER"

## Insurance Premiums

*Charge Higher for One Machine than for Two*

MY advice to "Baffled" (October 23) is to take his insurance problems to a good broker who is in a position to get him the best cover for his money. My total riding experience extends over only about 2½ years, yet the premium for a five-hundred touring machine and a one-fifty two-stroke together is £6 13s 9d for third party, fire and theft. This is 1s 3d cheaper than the premium for the bigger machine alone! And in the case of a claim for loss or damage a broker will probably be willing to negotiate on one's behalf to ensure fair recompense.

Surbiton, Surrey.

DAVID B. DUMBLE

## Not This Year!

*Design Feature for a Future Earls Court?*

SO Bob Currie (October 23) thinks that the Triumph Thunderbird is like a lovable St. Bernard dog, does he? Surely he knows that all the really lovable St. Bernards have barrels of brandy round their necks. With such a barrel in the nacelle, Edward Turner would double his sales!

Birmingham, 28.

G. BERESFORD

## Sprint Records

*Dr. Joseph Bayley Takes Ralph Venables to Task*

ON behalf of George Brown and Frank Williams, I really must protest against Ralph Venables' statement (October 23) that the quarter-mile sprint course used at Tempsford in 1956 was some 20 yards short. This is absolute rubbish. The course was measured by chain in the presence of R. Thornton Rigby, and to the best of my knowledge there was nothing in the A.C.U. steward's report of the meeting to suggest that the measurement was incorrect or the timing apparatus faulty. The only factor

"Get this luxurious stand carpet up at once!"



in favour of all competitors was a following wind. Perhaps Mr. Venables will be good enough to reveal the source of his information.

Secondly, on behalf of the present 350 c.c. sprinters, in no circumstances should Basil Keys' meritorious 13.26 seconds over the quarter-mile course at Gatwick before the war be used for purposes of comparison with post-war times as a rolling start of five yards was permitted before the machine crossed the starting line; in fact, this applies to all Gatwick times.

The post-war generation of sprinters is every bit as good as the pre-war boys and, apart from world's records, the only time that remains for present-day men to improve upon is the late Eric Fernihough's 21.6 seconds (103.56 m.p.h.) over the standing-start kilometre on his Brough Superior in Germany in 1936—a difficult one to crack as no comparable course appears to be available as yet.

JOSEPH BAYLEY

London, S.E.7.

## Safety Helmets

*Father Insists—though Wearing a Beret Himself*

AS a novice, I would like to point out to "Helmet Hater" (October 9) the reason why I wear a safety helmet. My father has driven a sidecar outfit for 12 years and in that time he got very used to wearing a beret. But he knows it is best to wear a helmet and he won't let me ride without one. It is just the same with all my friends and now we have got used to wearing helmets we think they are very good.

London, N.18.

BRIAN LAWRENCE

*From an Enthusiast Who Makes Doubly Sure*

I CAN claim only about three years' experience as a motor cyclist and have covered only about 20,000 miles during that time, driving a six-fifty family sidecar outfit. I presume, therefore, that it is my lack of experience that makes me fail to see the point of the letter written by G. H. Ashenden (October 23). He intimates that by wearing a safety helmet a rider is showing that he is unsure of his ability to handle his machine correctly, and that the only answer to this question of avoiding serious injury is efficient rider training.

May I point out that the police forces of this country are widespread in their use of safety helmets by their motor-cycle patrols. Taking the Metropolitan Police as an example, I know that their training is very efficient indeed and I consider that they can be held up as a fine example of how to ride a motor cycle safely under all conditions.

At another point in his letter Mr. Ashenden suggests that because some people wear helmets they imagine that they are a Duke, Surtees or McIntyre and chase about the public roads trying to race as the stars do. In my limited experience I have



found the opposite to be true. The people who are more to blame for this blot on the good name of the sport are those who chase about the public roads sporting a Barbour suit, goggles slung round the neck and a cloth cap. Their machines, I have noticed, more often than not have almost straight-through exhausts.

It is when I see such types that I thank goodness I am still a novice, looking after my own safety and comfort, driving a sidecar outfit equipped with a fairing, keeping my head in one piece by wearing a nice, safe, comfortable helmet. I suppose I must be a pessimist: I wear a belt and braces.

London, S.E.24.

"SAFE BUT SURE"

## Another Good Samaritan

*Roadside Help That is Still Unremitted*

READING the letter from P. M. Sharman (October 23) reminded me of an instance a while back. In the course of my daily work I was riding along when I saw a young man pushing his motor cycle. I stopped and asked his trouble and he said he was out of petrol. I knew he would have to push his machine a long way to the nearest pumps, so big-hearted Arthur gave him a gallon to get him home. After I put it in his tank he told me he was broke and that I would have to trust him. I have never seen him since. It makes one think. Thank goodness we are not all alike.

Easton, Hants.

"STILL TRUSTING"

## Wipers for Goggles

*Difficulty in Manufacture Proves Advantageous*

I WAS much impressed by "Nitor's" description of Mr. Mildon's wipers for his goggles (October 23). So much so that I constructed a similar set for myself. I can, therefore, substantiate all the designer's claims as to their efficiency once the ear-wagging technique has been mastered.

I did, however, experience a little difficulty in drilling my ears. I found that after placing an ear on the drill table and carefully aligning same with the aid of a somewhat complex optical layout consisting of an ex-W.D. periscope and a couple of mirrors, it was difficult to operate the feed lever with the requisite degree of sensitivity. Any harshness of feed resulted in involuntary flinching and consequent wandering of the drill. In fact this wander became so troublesome that instead of the neat No. 80 (0.0135in) holes envisaged I finished up by having to ream the holes to 1in diameter. However, it proved to be an advantage as it enabled me to fit Oilite bushes (no lubrication worries!) and it will be appreciated that, owing to the limited ear movement, any lost motion through sloppy fits must be avoided at all costs.

I now await next summer with every confidence as I am sure this simple gadget will obviate some of the troubles of riding in pouring rain.

Gillingham, Dorset.

F. T. GREEN



The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

For **SAFETY** and **ECONOMY**

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# Question and Answer

## STUBBORN HEAD

*THE CYLINDER HEAD of my six-hundred side-valve machine has defied all attempts at removal and I have been told that it can be done hydraulically. Can you please tell me how to set about it?*  
Cambridge.

R. L. HOULT

First check that all cylinder-head retaining bolts are undone by, say, four turns each so that there is nothing to prevent the head lifting just clear of its seating. Then rotate the engine until the piston is about half-way up the cylinder on the compression stroke (valves closed) and pour through the sparking-plug hole enough light engine oil (S.A.E. 30) to fill the cylinder. Replace the sparking plug and depress the kick-starter until resistance is felt. If necessary, stand on the kick-starter. The resultant pressure in the cylinder should successfully break the joint.

This process is rather messy and should be used only if all normal methods of removing the head have failed. Presumably you have already tried tapping round the head with a hammer through the medium of a stick of firewood held at an angle under the head projections.

## TYRE VALVES

*MANY TRIALS RIDERS, I notice, leave the knurled nut on a tyre valve loose or dispense with the nut; furthermore, some riders do not bother to fit a cap to the valve. Therefore, are nuts and caps necessary?*  
P. GARDEN  
Gillingham, Kent.

Competition riders often run their tyres well below the recommended pressure to obtain maximum grip on mud and similar surfaces. Hence, there is always a possibility that a tyre will creep (move round the rim) slightly in spite of the security bolt (or bolts) fitted to prevent movement. If the valve is not clamped it will cant out of alignment as soon as creep occurs and warn the rider to reposition the cover immediately and before the valve is pulled out of the tube. When a tyre is run at the correct pressure it does not move on the rim and the nut should be tightened to keep the valve in position and to seal the hole in the rim against water and road filth. A valve cap should always be fitted. It not only protects the core but, if in

good condition and screwed on tightly (by hand), will ensure that the valve is airtight even if the core is faulty and allows air to leak past.

## UNEQUAL GAPS

*THE MAKERS stipulate a fully open gap of 0.012in for the contact-breaker points of my five-hundred vertical twin. But I get different results when I check the gap on the two cams; in one case the gap is about 0.002in greater than the other. I am told this means the ignition timing varies as between the two cylinders. Is this so and which cylinder, if any, should have the benefit of the correct gap?*  
Sunderland.

P. G. WATSON

It is a fact that ignition timing is affected by adjustment of the contact-breaker points: increasing the gap advances the timing, decreasing retards it. However, the variation in your case is not likely to be significant so, provided the engine runs satisfactorily and the makers do not advise otherwise, you should split the discrepancy between the two cylinders. But some manufacturers stipulate that a specific cylinder should be correctly timed, so you should consult the makers before coming to a decision.

## CANOE SIDECAR

*MY SON is building a canoe 14ft 6in long to enable us to put in some river trips next summer. We aim to carry it on my sidecar outfit after detaching the sidecar body; that is, the canoe will be mounted securely on a cradle on the chassis. The point I am uncertain about is whether there is any restriction on the length of a sidecar or on the distance it projects beyond the machine. The canoe will overhang the machine by approximately 3ft 6in at each end. Is there a law against it?*  
J. A. HAYES  
Wolverhampton.

You have nothing to worry about. Maximum length permitted is 30ft. Apart from that the Construction and Use Regulations refer only to the position of the sidecar wheel. The sidecar must be

so attached that its wheel "is not wholly outside perpendicular planes at right angles to the longitudinal axis of the motor cycle passing through the extreme projecting points in the front and in the rear of the motor cycle."

Another legal point will arise if the outfit is used after dark. The sidecar rear light and reflector must be not more than 30in from the extreme rear of the canoe and the reflector, of course, must be at the same height as that on the machine. Moreover the sidecar and machine rear lights must have the same appearance when illuminated.

You may or may not know that Ridges marketed an outfit with a 14ft Canadian canoe as the sidecar body some 30 years ago. An example was tested on both road and river by *The Motor Cycle*.

## USE SOAP AND WATER

*RECENTLY, when fitting a new tyre, I experienced considerable difficulty in getting the moulded line on the wall equidistant from the rim. I have tried banging the tyre on the side opposite that which is down in the well. Can you suggest any other method?*  
G. SMITH  
Fleet, Hants.

The reason you are unable to get the fitting line accurate, relative to the rim, is that the friction between the rim and the wired edge of the tyre is preventing the tyre from creeping out. With the tyre completely deflated, a strong solution of soapy water should be liberally applied between the tyre and the rim on both sides. The tyre should then be inflated to 10 lb sq in above the normal pressure when it will almost certainly align itself. The pressure should then be reduced to the correct reading.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London S.E.1 and whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

YOUR  
MOTOR  
CYCLE  
AND  
THE LAW



YOU MUST NOT  
SOUND YOUR  
HORN IN A  
BUILT UP AREA  
BETWEEN  
11-30 P.M. AND 7 A.M.

YOU MUST NOT  
SOUND YOUR  
HORN AT ANY  
TIME WHEN  
STATIONARY



# It Was Murder!

CLASSIC SCOTT TRIAL ON THE YORKSHIRE MOORS

TRUE TO TRADITION: ONLY 49 STALWARTS

BATTLE THROUGH ALL THE WAY

THE GREAT ANNUAL DISH of Yorkshire relish was held in Swaledale last Saturday in perfect weather. Organization was again handled by the Darlington Club. Irishman Sammy Miller won, riding a 497 c.c. Ariel, and thus broke the lightweight hold established last year by Artie Ratcliffe, who won on a 199 c.c. Triumph, and by Brian Stonebridge, who established standard time on a 197 c.c. Greeves. Last weekend Jeff Smith made record time (3h 49m 8s) on his 499 c.c. B.S.A. Of the 167 starters only 49 riders completed the full distance. Michael Brown was reporting with Gordon Horner illustrating, and here is their story of a fine day out on the Yorkshire moorlands.



"Urged him to come on as it would be dark soon"

YOU wouldn't have thought that there was any malice about Yorkshire last Saturday morning. The sun shone from a cloudless sky; it was dry underfoot, and Marske Moor was no more than a colourful bit of autumn tinting. But thereabouts riders join the circuit, which has

to be ridden twice; and nicely concealed in the bracken was Rest and Be Thankful, a judicious mixture of mud and rocks, lying modestly in morning shadow with only an occasional sparkle from a gossamer web.

All innocent stuff—except for a hawk that hung like a vulture over the hill as Bryan Povey arrived from Clapgate and other points east. He set his 248 c.c. Greeves at the hill like a terrier—and stopped almost immediately. So did Peter Stirland on a three-fifty Royal Enfield. And it was feet down for Eric Adcock (248 Dot) as well as for local boy A. J. Clacher on his 224 c.c. Greeves. "We might get 'em piled up there," secretary Futers had

said the night before. We did. C. J. Ward's 347 c.c. Ariel, B. Williams' 197 c.c. Dot and J. W. Wallace's 346 c.c. Royal Enfield bunched to a threshing standstill on Section 1, and J. Rhodes (197 Greeves) rocketed up to baulking point. F. Lee (346 Royal Enfield) waited his chance lower down, but could only scoot up the first two sections to the easier third. The drying mud packed beautifully into tyre treads and stayed there.

Poor T. Hauxwell (497 Ariel) had a catastrophic climb, pitching into the bracken, getting astride, then running back and biting the bracken again. And soon after, six riders more or less filled the gully with arms, legs, and wheels, past which J. G. Brown (199 Triumph) came storming, mud flying in all directions. So then there were seven; while Hauxwell was still kicking sadly away, trying to restart. W. W. Lord (197 Francis-Barnett) attempted to walk his machine up against the advice to "Sit on't," from the crowded banks; and, just as the hill seemed to be hopeless, along came Brian Martin astride his 348 c.c. B.S.A. followed, moreover, by Gordon Jackson (348 A.J.S.). Brian was clean, but the Trials Star leader had to put a foot down.

So it could be climbed, but you still wouldn't have thought so to have seen Johnny Draper, who followed with his 499 c.c. B.S.A. On the other hand, Gordon Blakeway (497 Ariel) was no better, in spite of local knowledge and a promising start. "Nobody coom oop like yon feller," said a bystander, and everyone knew whom he meant.

Washfold was Machiavellian. The run down through the heather was harmless



"A fortuitously placed boulder in midstream"

enough, as were the odd ins-and-outs of the stream before the first section. But if anyone was lulled into a false sense of security the start of the section shook him out of it. Immediately after an 18in drop into the water came a gap between the rock bank and a fortuitously placed boulder in midstream. Now I'm not saying that Darlington clubmen might have dumped it there, but, between you, me and the water in your ignition system, I wouldn't put it past 'em. Anyway, if a rider got past that (and very few did) he faced another rock and had to whip left and right to get past *that*. Again, few did, and if the official who stood on Rock Number 2 blandly marking his observer's card had suddenly grown horns and a tail no one would have been surprised.

It wasn't easy to get out of the water, as M. Rhodes found on his 197 c.c. Greeves, along with R. P. Robinson (348 B.S.A.). G. C. F. Zissler (197 James)—a good sport if ever there was one—cleared Robinson and promptly fell off. He came on again, slithering broadside in the mud with facetious spectators indicating which way his front wheel ought to point. So he fell off again, whereat a voice urged him to come on, as it would be dark soon. And that on the first circuit at 11 a.m.! How cruel can life be? Soon after that, Geoff Duke came through on his modified Ariel Colt, gently and cleanly, with everything under control. Bob Manns (348 A.J.S.) was good, too, standing up to it and taking the final waterhole with precision.

On through the ragwort (marginal land that, though I heard riders describing it by other names) to Green Folly, as the programme had it, "a pleasant little valley." Admittedly, the words "for spectators," appeared in brackets underneath. Green Folly had two sections, one up a gully and round the lip of a crater, and the other up the side of a house—I in 1 it seemed and hard work for the pusher-upper.

Rider after rider deserted the saddle at the crater: A. Ford (197 Dot), J. Vince (346 Royal Enfield), R. Holme (197 James), K. Nicholson (348 B.S.A.), K. Garside (197 James) and Eddie Crooks (249 Francis-Barnett) were among them. K. Lambert (197 Dot) even came off on the escape route.

P. Dyson was really unlucky, his 197 c.c. Greeves slithering right at the end of the section after a cool climb.

Down at the bottom the anxious faces of the gladiators waiting their turn in the arena loomed pale and disembodied against the gloom of the heather, while up at the top B. Payne (197 Greeves) was doing an Everest up the side of the crater. But he couldn't even walk it.

Three riders made magnificent efforts. A. G. Sharp swung his five-hundred Ariel well over to make an end-on approach to the lip, but the angle forced him outside the flags; J. J. Richardson on a similar machine came off only at the last moment; then A. Clough (249 Dot) climbed Section 1 clean and only just failed to surmount the side of the house

"More or less filled the gully with arms, legs and wheels"







"Ministered to him and sent him on his way"

that was Section 2. A dry-stone wall on the outside made rush tactics risky, and a veil is best drawn over the long list of failures. But it need not quite obscure Rhodes, who nearly got up with the Greeves.

By about half past one Underbanks was the place, with early numbers on Lap 2, and late numbers of Lap 1 doing their stuff. The early boys were, understandably, looking a bit jaded, and it seemed that all those mud-spattered machines heading back along the old road to Richmond had some significance after all, for the ranks were then most decidedly thin.

Underbanks haan't much gradient, but it has a lot of Yorkshire boulders and runs under trees that at other times of the year

bear walnuts. This is a suitable tree-fruit for anything connected with the Scott Trial, as competitors would agree who ducked under the fallen trunk and approached the observed sections in fair heart if not fine fettle.

There was a tree-trunk acting as Scylla, and Charybdis was a boulder about a foot away. Farther up there was a hole, which rapidly became A HOLE as machine after machine dug into it. Aged and fallen branches hung menacingly over the riders, like the skeletons of long-ago Scott riders who had failed to reach Feldom Field and fell victims to the things that go bump in the night.

B. Holden's (199 Triumph) Alpine hat, with feather, should have helped him on this rockery but didn't; neither did R.

Walton's (197 James) steady gum-chewing. Geoff Parker's 148 c.c. Triumph was thrown into high-frequency bouncing by early rock encounters and came up, almost successfully, skipping from boulder to boulder; K. G. Holloway's 197 c.c. James made a series of erratic rushes, one of them scattering the marshals. On the top section, D. W. Peart blew out his cheeks with weariness, stalled, and took precisely 19 kicks to restart his 249 c.c. D.M.W. Among those baulked, B. Smith (224 Greeves) didn't bother, but killed his engine, too; neither did J. G. Coulson (197 Greeves) care, for he was reaching the end of his tether.

But the last man of all, Jack Simpson (224 Greeves), did, giving a despairing shout of "Hey, go on!" before subsiding gently alongside the scrum. Coulson threw himself down at the top, done. "Want a drink?" called a marshal. "Got a reservoir?" came the reply. Thereafter three comely damsels ministered to him and sent him on his way rejoicing after tea and a toffee. Not so lucky was G. A. Armstrong (197 James). Having imbibed too much orange juice halfway round he had inner fermentations and retired.

And so to the magnificent finish, high on hills of yellow, green and purple under an oyster-pink sky. Feldom Field was crowded, and the avenue of little yellow pennants made it a grass-track finish good for 50 m.p.h. But, over-exuberant, M. Ransom (497 Ariel) overran the flags on the last bend; D. C. Clegg's (224 Greeves) girl friend jumped on his pillion and no doubt spent quite a lot of Sunday with the clothes brush. In the best spirit of the Scott, Holloway and J. D. Walker (197 Greeves) rocketed in, towing unlucky Geoff Parker whose machine had broken a chain.

The golden sun went, the November wind came up chill, and it was back to the King's Head and the traditional results celebration.



"The other up the side of a house"

**Alfred Scott Trophy** (best performance on time and observation).—E. H. Miller (497 Ariel), 110 marks lost.

**Eddie Flintoff Trophy** (rider creating standard time).—J. V. Smith (499 B.S.A.), 3h 49m 48s.

**Frank Fletcher Trophy** (best performance on observation).—Miller, 52.

**Raymond Bailey Trophy** (best over 350 c.c.).—R. J. Langston (Ariel), 159. **Rapin Bowl** (best 350 c.c.).—G. L. Jackson (A.J.S.), 126. **Fetters Cup** (best 201-300 c.c.).—B. G. Stonebridge (Greeves), 150. **Galloway Cup** (best 151-200 c.c.).—J. R. Sayer (Triumph), 159. **Best 150 c.c.**—Not awarded.

**Manufacturers' Team Prize**.—Ariel, Langston, 12; S. Blakeway, Miller, 425. **Club Team Prize**.—Sunbeam Midlands: Langston, Smith, J. V. Brittain (346 Royal Enfield), 524. **Scott Darlington Member**.—Blakeway, 176. **Best Middleborough Member**.—G. O. McLaughlin (348 A.J.S.), 236. **Best Stenton Member**.—E. J. Barker (197 Greeves), 270. **Horbert Scott Cup** (best newcomer).—D. C. Clegg (224 Greeves), 243. **Best Yorkshireman**.—Bayer.

**First-class Awards**.—A. J. Lampkin (499 B.S.A.), 153; E. Adcock (348 Dot), 172; B. W. Martin (348 B.S.A.), 173; R. S. Penion (199 Triumph), 174; G. S. Blakeway (497 Ariel), 176; G. H. Ratcliffe (199 Triumph) and F. N. Brittain (348 Royal Enfield), 185; J. V. Smith (499 B.S.A.), 192; B. Holden (199 Triumph), 194; S. B. Mann (348 A.J.S.), 199; J. S. Houghton (249 James), 204; G. O. McLaughlin (348 A.J.S.), 208; M. Ransom (497 Ariel), 215; G. J. Draper (499 B.S.A.), 217; A. J. Clacher (224 Greeves), 227; M. H. Rispin (348 Royal Enfield), 237; D. C. Clegg (224 Greeves) and A. Shutt (249 Francis-Barnett), 241; J. L. Harris (249 James), 244; F. Fletcher (499 Royal Enfield), 246; R. D. Metcalfe (348 Royal Enfield), 250; W. G. R. Penion (249 Francis-Barnett), 260; R. J. Barker (197 Greeves), 270; J. Sandford (347 Ariel), 272; L. D. Noble (197 Greeves), 273; W. Wilkinson (499 B.S.A.), 276; K. G. Holloway (197 James), 281; C. Ward (348 Ariel), 284; J. M. Simpson (224 Greeves), 291; J. G. Ferguson (208 Wosper), 292; D. Chadwick (197 Dot), 293; S. Carding (197 Greeves), 313; P. B. Armstrong (197 Greeves), 319.



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# Mobil winners SCOTT TRIAL

November 8

**CLASS AWARD 300-350 c.c.**

**G. L. JACKSON.....350 c.c. A.J.S.**

*On Mobilgas and Mobiloil*

(Subject to official confirmation)



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TWO WINNERS



WHATEVER YOU RIDE

## COMPETITION

## Commentary

BY

RALPH VENABLES

THE introduction of special tests into the International Six Days' Trial would be a measure of which I have been strongly in favour for many years. Shortly after the 1954 I.S.D.T. I wrote to H. P. Baughan (clerk of the course for that year's event and chairman of the I.S.D.T. sub-committee) with the suggestion that the Auto-Cycle Union again press for the inclusion of special tests—a different one every day—as a means of overcoming the anomalous situation whereby the trial is almost always decided on the speed test at the finish. This theme I enlarged in an article published on 4 August 1955 and I know that many people have followed with interest the A.C.U.'s tenacious policy.

IT was gratifying, therefore, to be present at a well-planned demonstration of various special tests staged by several famous riders on behalf of the A.C.U. for the benefit of F.I.M. delegates on Pirbright Heath last Monday afternoon. The tests were a little less varied than those I advocated four years ago but the mere fact that the campaign has progressed thus far is a big step forward. Hitherto any suggestion of special tests in the I.S.D.T. has received short shrift from the F.I.M.

IN all, four tests were demonstrated: first a stop and go, then an acceleration-cum-brake test, followed by a downhill brake test and finally an uphill acceleration test. Several alternative versions of the last two were tried; and with nearly 30 F.I.M. delegates present animated discussions were going on all the time! In the opinion of the Austrian delegate (Herr Banch) only the straightforward acceleration test would not result in "hell for the jury each night!" Count Johnny Lurani and Pieter Nortier, too, were sceptical of several tests, though their criticisms were refuted by Harry Baughan and Vic Anstice. The impression gained was that most foreign delegates would be reluctant to accept special tests in the I.S.D.T.—though many of them complimented the A.C.U. officials on the clarity with which the demonstrations had been staged. The riders present were John Brittain, Peter Stirling and Pat Brittain (346 Royal Enfields), John Giles and Jim Sheehan (649 c.c. Triumphs), Ken Heanes (174 Triumph), Jack Simpson (197 Greeves) and Brian Martin (499 and 249 B.S.A.).

THERE are many things about the Scott Trial which I admire, not the least of which is the organizing club's enthusiasm in tackling the monumental task of

## I.S.D.T. Special Tests

Special Tests Demonstrated: Super Programme: A Dying Breed?

course-marking (5,000 flags spread over some 30 miles of muddy moorland). This year's event had something else deserving of our warmest praise—the programme. A 20-page job, profusely illustrated with *The Motor Cycle* photographs and brilliant drawings by Frank Wood, a map of the course, details of the observed sections (and how to reach them), a list of officials, a complete list of riders and teams, names and machines of all past winners, a detailed analysis of this year's machines and riders (78 competing in their very first "Scott"), a full list of awards, accurate and well-worded descriptions of the leading riders, the current situation in the A.C.U. Trials Drivers Star contest, 3½ pages of grateful acknowledgements to landowners and observers, and various other little snippets of information concerning the event. What an example to other organizers, who give no more than a brief list of riders and machines.

THE "Scott" is a trial in the old tradition, suitable only for riders who revel in full-bore tactics and plenty of rough stuff between sections. More trials cast in the same mould would help to breed a type of rider fast disappearing—a rider typified by the pre-war school of Len Heath, Fred Povey, Allan Jefferies, George Rowley and Jack Williams, brilliant all-rounders who wrote for themselves pages in motor-cycle history which—dare I say it?—will be remembered long after the achievements of the current crop of aces have sunk into obscurity. Don't misunderstand me. Having attended almost every big trial during the past 30 years I would go so far as to say that such stars as Gordon Jackson, John Giles, John

Brittain, Sammy Miller, Peter Stirling and Jeff Smith are actually better trials riders than their pre-war counterparts.

SO where lies the essential difference? I would suggest that it is basically a matter of age, of upbringing and of habits. The present-day experts seem to have a different outlook; their attitude is different, not only towards motor-cycle sport but to life in general. Few of them smoke or drink; few are as supremely self-reliant as the king pins of the '20s and '30s; they are not merely a new generation of rider but a new type of rider. Their technique is as near perfection as makes no difference and their machines are clearly superior to those used by their predecessors.

IS it this difference in machinery which provides the answer? Jeff Smith's mother—the holder of disconcertingly strong views on all aspects of motor cycling—contents that a steady decline in the quality of observed sections is responsible for the present state of affairs. "Today's trials," she says, "have to be planned for two-strokes and body-lean artists or they're too difficult for the majority of present-day riders. Anyone who was trained in the good old days when sections really were sections is unable to master the stupid taped hairpins which are regarded as the criterion of a good trial today. I dislike exaggerated body-lean intensely—to my mind it is an ugly and unnatural style—and bad sections inevitably lead to bad riders." Truth to tell, I think most people share Mrs. Smith's dislike of taped sections; and I must admit that the riding styles adopted by some of this year's brightest stars are appalling.

Harry Baughan drops the handkerchief and Jack Simpson puts his Greeves into the stop-and-go test forming one of the proposed I.S.D.T. tests at Bagshot Heath last Monday





## RIDER TO RIDER

# More Than Just a Bung

LOOK AFTER YOUR SPARKING PLUGS  
PROPERLY, SAYS VIC WILLOUGHBY, AND  
THEY WILL SERVE YOU WELL

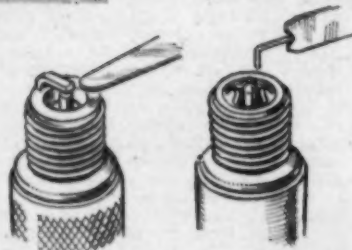
*On the left is shown a plug cleaning and testing machine of the type commonly used in garages*

**W**HETHER or not you beat your wife you really ought to be fair to your sparking plug. It leads a pretty arduous life and its efficiency is vital to the well-being of your engine. If it is of the correct grade (that recommended by the engine or plug makers) and is properly cared for—which takes precious little time—then it will work without protest until its useful life is over.

How long is that, you ask? Well, there's no magic formula, but plugs are cheap and I reckon to renew them as a precaution every 10,000 miles on a four-stroke or 5,000 on a two-stroke. A plug naturally has a harder life in a two-stroke for it fires twice as often and there is less time between power strokes for the electrodes to cool. The smaller two-strokes (such as mopeds and 100 c.c. machines) are, of course, lower geared than others so that they top the list on a basis of firing strokes per mile. Consequently their riders may well find it a sound investment to renew the plug at even shorter intervals.

When you fit the replacement don't throw the old plug away—unless it is faulty. Have it sand-blasted internally, blown out with compressed air, gapped and tested—the usual charge for all that is 6d at a service station. Then clean it externally, smear the thread lightly with graphite grease, fit a cardboard sleeve or screwed cap to protect the thread and points, wrap the plug in clean rag and stow it in the tool box in such a way that it won't get damaged. It is then ready for use in an emergency.

But during its normal life give your plug the best possible chance. Wipe the outside of the insulator now and then



*If the spark gap is difficult to check with a blade-type feeler gauge use a wire gauge*

with a clean rag, for a film of dirt can cause the current to track down the outside instead of jumping the gap. Wipe the inside of the plug cover, too, and the outside of the high-tension lead. And if the plug cover is one of those which snaps over a screwed brass terminal on the plug, then tweak the terminal tight with pliers or it may unscrew with vibration, while remaining in the cover, and give rise to an intermittent misfire.

Every 2,000 miles with a four-stroke, or half that mileage with a two-stroke, remove the plug and clean it. Merely puffing at the points or rubbing them with a wire brush is next door to useless—the deposits which lead to trouble form well up inside the body. When slackening or tightening the plug use a close-fitting box-spanner and take care it doesn't tilt on to the insulator and damage it.

It is worth while making certain that every grain of sand is removed after sand-blasting by tapping the plug a few times on the side of the bench or on a piece of wood with the business end

downward. Then set the gap carefully, using a feeler gauge; much sluggish starting is due to oversize plug gaps. If the gap is inaccessible to an ordinary strip steel gauge, buy a wire gauge from an accessory store or the plug makers. But don't, repeat don't, attempt to set the centre electrode or you may damage the insulator: adjust the gap by bending the earth point (or points) only. Your instruction book will tell you what gap to use; it is likely to be 0.015 to 0.018in for magneto ignition or 0.020 to 0.025in for coil. Remember the tip about a light smear of graphite grease on the thread of the body as it will ensure that the plug is easy to remove from the head at a later date.

Most modern plugs are non-detachable but those with a gland nut can be dismantled in a vice for cleaning. The plug body is easily distorted so use the vice jaws merely to prevent it from turning, not to grip it, while the gland is unscrewed. Alternatively, hold the gland nut in the vice and use a spanner on the body. Take care not to lose or damage the tiny gland washer and anneal it and the big washer by threading them on a piece of wire, heating them to bright red in a gas flame, then quenching in cold water. This softens the washers and helps to promote gas-tightness. A pen-knife or strip of emery cloth is useful for removing the deposits from the insulator and electrode, and from inside the body.

Reassembly is the reverse of dismantling. Cleanliness is vital, so is tightness of the gland—and of the plug in the cylinder head. If a new rolled-copper washer is used, retighten the plug after the first run.

If your engine is in good fettle and is ridden in an average fashion, the recommended grade of plug should suit it admirably. But if conditions of use are exceptional a change of grade may be desirable. Rapid burning away of the electrodes indicates (assuming the car-





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**1952 G.E. DUKE** 350 c.c. (Norton)

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**1956 W.A. LOMAS** 350 c.c. (Moto-Guzzi)

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**K. CAMPBELL** 350 c.c. (Gilera)

**T. PROVINI** 125 c.c. (Mondial)

**1958 J. SURTEES** 500 c.c. (M.V. Agusta)

**J. SURTEES** 350 c.c. (M.V. Agusta)

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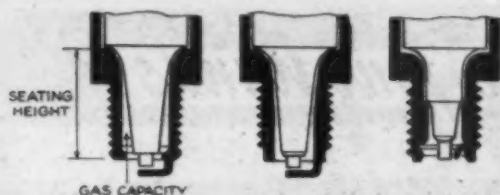
**J. R. SAYER**

**TRIUMPH**

(Subject to official regulations)



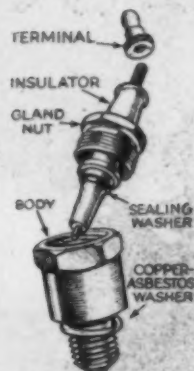
Also using Esso Extra the same superb petrol you can buy from your local Esso Dealer.



Above: Left to right are soft, medium and hard grades of plug; the last has the smallest gas capacity and shortest heat path

The components of a detachable plug are shown on the left

Right: Choose the most suitable plug spanner for your engine. The longest one shown is for garage use



buret and ignition settings are correct), that a harder grade (higher heat resistance)

is wanted, as does pre-ignition when riding hard. Symptoms of pre-ignition are sudden loud knocking, followed immediately by very rapid slowing, almost like piston seizure except that the engine is found to be absolutely free if the clutch is re-engaged immediately after the panic withdrawal. Conversely a plug which repeatedly becomes unserviceable through fouling with oil should be changed for a softer grade (lower heat resistance). Most stockists keep charts of heat values and of equivalents in various brands.

Apart from the extreme conditions just mentioned there is little the average rider can learn from plug reading. True the practice is invaluable in racing, where it is used under strictly controlled conditions of full load and maximum power, followed by an instantaneous cut, to determine the best main-jet size. But the appearance of a plug from an average roadster will vary considerably according to whether the last few miles were chuffed away in dense traffic or burned up on the bypass—and according to the additives in the petrol used.

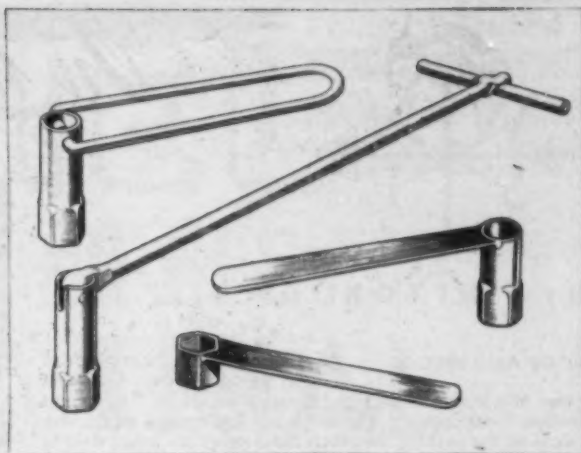
As a result of developments in oils, fuels and engines, plug whiskering (metallic bridging of the gap) on two-strokes is much less common than it was a few years ago. The cure usually lies in experiment. Try first another brand of oil, then, if necessary, a different petrol; should the trouble persist another make of plug or one grade harder may do the trick.

A word on platinum-pointed plugs. They are roughly three times the price of the ordinary type and hence are not fitted as original equipment to any motor cycles and only to cars in the Rolls-Royce price bracket. But in the long run they can offer an appreciable saving in money and maintenance—though in the medium heat range only, i.e., for roadster and sports engines, not super-sports. Erosion of the

points is negligible so the need of gap setting is practically eliminated. Moreover, platinum plugs are largely self-cleaning. Hence their life is usually rather more than three times that of the ordinary type.

But cleaning demands extra care. The makers prefer platinum plugs to be returned to the factory for cleaning, but if the job is done at a service station the sand-blasting must be of very short duration: platinum is soft and easily worn away; furthermore, the electrodes are very thin.

Now for a general point. It is bad practice to use a short-reach (jin) plug in a long-reach (jin) hole. Carbon deposits form in the lower threads so that trouble is likely if a long-reach plug is subsequently fitted. Obviously a long-reach plug in a short hole is equally undesirable. Even if the end of the plug does not foul the piston or valves, it will run uncommonly hot, may hole the piston and may prove difficult to remove.



Finally, if your engine goes dead in the dark—as mine did when I was riding a strange two-stroke the other night—and you know that fuel is getting through and so suspect the ignition, here is a quick and certain way to determine whether the fault lies in the plug or elsewhere in the system. Disconnect the plug lead and hold the business end firmly in the fingers. (If there is a waterproof cover push one finger into it hard against the contact.) Grasp the bare part of the handlebar with the other hand and operate the kick-starter.

A healthy ignition system will give you a violent but quite harmless jolt. An amusing tickle indicates something amiss. The other night I got the violent jolt, so I put in my clean and ready-gapped spare plug and was soon on my way.

A sparking plug is more than just a convenient bung for a hole in the cylinder head—to be cursed, brushed and puffed at when it jibs at prolonged neglect. Treat it well and it will serve you loyally.

## Rear-view Mirror

A NEAT windscreen rear-view mirror manufactured mainly from lightweight polythene, the Stadium No. 282 is priced at 5s 6d. It is easily clipped to the side or top of a handlebar screen. Diameter of the mirror is 2½in and it can readily be replaced in the event of damage. A ball joint provides a wide range of adjustment. Manufacturers are Stadium, Ltd., 30-36, Queensway, Ponders End, Middlesex.

## Rainproof

ANY chance of the licence becoming sodden or the metal rim rusting in position, is eliminated on the Puck 246/MCS

Components parts of the Puck weatherproof licence holder.

weatherproof licence holder. Of conventional dished form but with a plain (not threaded) rim, the holder has a ½in-diameter central hole in its back for attachment by, say, a headlamp bolt. The licence and glass fit into an annular recess in a rubber moulding which is secured in the back piece by a chromium-plated bezel. A slot in the bezel engages an ear on the back piece and a screw diametrically opposite clamps the parts together. Price is 4s and the makers are Barnacle, Ltd., Barnacle Works, Benham Lane, Croydon, Surrey.





By "NITOR"

On the right is the picture referred to by "Nitor" in his paragraph entitled "No Weight Paring." Puzzle, find the engine

### FOGS AND SMOGS

Autumn so far, in my part of the world anyway, has been more of a season of fogs and smogs than one of "mists and mellow fruitfulness." The murk was bad enough on the way home on the evening on which these notes are being written to keep me down to second and a steady trotting pace for three or four miles. I blessed the fact that I had a screen fitted for, thanks to its being there, I had the best possible vision. Since the screen is correctly adjusted for height and rake I required no goggles; true, at fog speeds you don't wear goggles anyway, but streaming eyes can interfere with vision, too, and peering over the screen's top edge, my eyes shed not a single tear.

### STOP AND LISTEN

The fog hasn't been so bad yet that emergency tactics have had to be brought into play. There has been no need, for instance, to run with one's wheels or left foot rubbing the kerb. Crossing a traffic stream in dense fog is always difficult. You have to move warily to find the exit lane you seek, and my feeling is that one can be beam-on in the fairway for much longer than is healthy. How do you know whether another vehicle may not be bearing down on you? Writing to me the other day on this very topic a reader passed on his own technique, which is to stop the engine, dismount, listen for a few seconds and then push to the other side. Having a dead engine allows him to hear any other vehicle which may be approaching. Full marks for that tip.

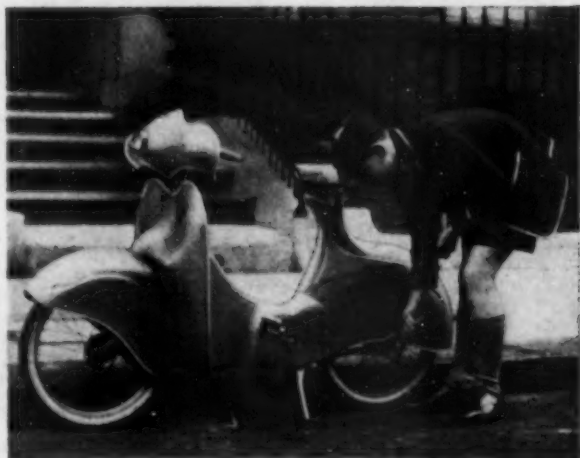
### BISHOP'S CHAIR

Motor cycling figured in *The Daily Telegraph* diary by Peterborough in an issue last week. I think the paragraph bears repeating. It read: "At the Southwark Diocesan Conference in County Hall the Bishop of Southwark, in the course of his farewell address, spoke of the change in the value of clergy stipends. He said: 'When I was a vicar in London I had a stipend of £400 a year. On this I was able to have good holidays, I ran a large vicarage, I ran a motor cycle and sidecar, I ran two maids. . . .' Amid loud laughter from the conference the Provost of Southwark, the Very Rev. George Reindorp, was heard to interject: 'Not in the sidecar, I hope, my lord!'"

### NO WEIGHT PARING

When the picture you see on this page was dropped on my desk I imagined that it had come from some green and pleasant land in which there was no minimum age for moped driving licences. Then I discovered that the device was not a moped but a pedal bicycle—I nearly wrote *common* bicycle but checked myself in time—evolved by "some of the top designers and technicians in the British cycle industry." Sleek the device certainly is. But I thought that of all road users, cyclists were weight-conscious to an extent that puts

## On the Four Winds



Francis Beart right in the shade. Have times changed that much since the young, muscular "Nitor" used to twirl the pedals for a 100 miles on Sundays? I guess not, and can visualize the new Elswick-Hopper Scoo-Ped fitted by enthusiastic youngsters with a small engine—maybe the new Villiers moped job—under the panels.

### SIDECAR FEDERATION

A federation of sidecar clubs may be formed soon. In Cambridge recently, I gather, a meeting of some nine sidecar clubs was held to discuss the benefits that the birth of just such an organization might bestow, and any other matters that seemed to the point. Many basic ideas were kicked around and a resolution was passed, "That a federation of sidecar clubs, catering for sidecar owners, be formed." Clubs have been approached to forward their views on rules and policy and the acting secretary is even now flat out collating material, drawing up an agenda and making plans for a further meeting. Sidecar clubs or sections interested are asked to write to W. E. Burns, 52, Corsehill Street, Streatham, London, S.W.16.

### NOT SNOBBERY

Are some present-day rear mudguards too short? I mused on the question the other day when I was riding a friend's model which carried a GB plate attached by steel strip to the rearmost end of the guard blade. The model has been abroad several times and the plate, I had previously believed, was left in position for that reason. I would not have given the matter a second thought, however, had I not been the subject of a verbal attack from a tallish chap on a smallish machine who hove alongside at traffic lights and said something like this: "Left it a bit late for your holidays this year haven't you mate; and if you've had 'em why don't you take that GB plate off?" I mentioned the one-sided chat to the machine's owner subsequently. He reckons that the plate extends the mudguard blade by 3½ in and to remove it would mean fitting a mudflap. "And you see," he said, "some would consider that snobbery, too!"



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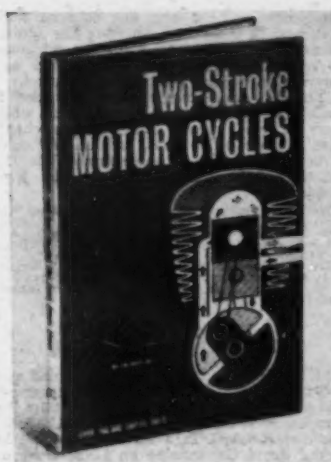
PORTSMOUTH: 139-147 Fratton Road.

Portsmouth 27551

SWANSEA: 20 Rutland Street.

Swansea 50311





## Books for Enthusiasts

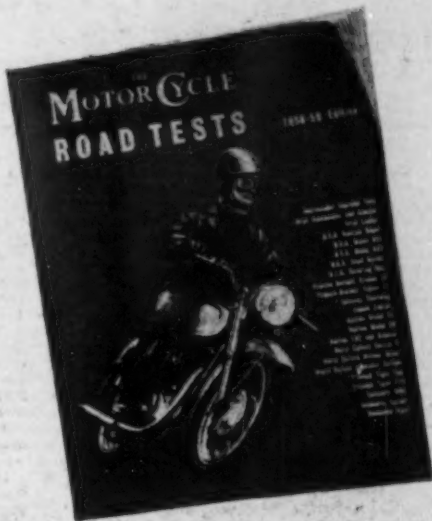
Two Absorbing Editions by the Staff of "The Motor Cycle"

fully covered—and not in high-faluting language, either, for this is a book for riders, by riders. The wealth of information between its covers ranges from the basic principles of the two-stroke engine to the art of tuning for maximum efficiency.

Buying a second-hand model? There is a whole chapter crammed with hints and tips to help you choose exactly the right mount. For the out-and-out beginner are chapters dealing with learning to ride, simple maintenance and trouble-tracing—the last with cause-and-remedy charts for quick reference.

Easily understood drawings lay bare the innermost secrets of many popular two-stroke engines; and not only engines but gear boxes, carburettors, ignition and lighting systems; all are explained in detail. A "must" for the novice owner, *Two-stroke Motor Cycles* is at the same time a handy compendium for even the most experienced rider-mechanic, with technical chapters containing advice and knowledge second to none.

With 132 pages and 79 illustrations, the new 12th edition of *Two-stroke Motor Cycles* costs 6s 6d (postage 8d). *The Motor Cycle Road Tests* (1958-59 Edition) contains 64 pages and is priced at 5s (postage 8d).



**T**HRILLING new motor cycles, captivating scooters and accessories of every kind—there is much to see at Earls Court. Show surprises? Yes, indeed; and two of them are right on our own stand—*The Motor Cycle*, Stand 10—where the 1958-59 edition of "*The Motor Cycle*" *Road Tests* is on view. Better still, it is on immediate sale, not only at the Show, but also from book-sellers everywhere, or direct by post. With the present upsurge in two-stroke popularity there will be a great welcome, too, for a further publication, a completely revised edition of *Two-stroke Motor Cycles*, fully illustrated with exploded drawings and diagrams and written in down-to-business fashion by men who are themselves enthusiastic riders.

No fewer than 23 current motor cycles are featured in "*The Motor Cycle*" *Road Tests*, and the newest edition, in its attractive blue cover, is so up-to-the-minute as to open with a full-scale test of the advanced two-fifty Ariel Leader. All the tests have been selected from the pages of *The Motor Cycle*, and they cover sports roadburners such as the Triumph Tiger 110 and the Norton Dominators, family sidecar outfits like the Ariel Huntmaster with Watsonian Ascot, and an array of roadsters large and small from the one-fifty Royal Enfield to the MSS Velocette. The B.S.A. Road Rocket is there, and so is the Villiers-twin Greeves two-fifty—but there are too many to name individually.

Each test provides a comprehensive report on the machine's performance, appearance, workmanship and, for easy reference, full technical data are set out in a handy panel. For the prospective buyer there could be no better guide; it is the knowledgeable friend who "used to own one just like that."

Compiled by the staff of *The Motor Cycle*, the latest edition of *Two-stroke Motor Cycles* is the 12th that has appeared since its initial publication back in 1920. In that time over 160,000 copies have been bought, which is tribute enough to its popularity and usefulness. Current trends in two-stroke design are

Also on sale at Stand 10, or direct from the publishers, *The Motor Cycle Buyers' Guide* offers in a handy pocket format a complete price list of every motor cycle, sidecar, three-wheeler, scooter and moped on the British market. The price is 6d, or 10d by post from the publishers, Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

## REMEMBER, Please

YOU WILL WANT next week's Show Report Number of *The Motor Cycle* for two very good reasons. First, because it will include a comprehensive, fully illustrated review in stand-by-stand fashion of all the ranges on display and a buyers' guide giving essential technical details with current prices. Secondly, because as a reference to keep by you during the coming months it will prove invaluable.

Motor-cycles, sidecars and three-wheelers are dealt with in the main body of the issue. Special articles cover riding gear, accessories and tools. Vic Willoughby passes on the tuning methods of that master of the craft Bill Lacey, famous record breaker many years ago and nowadays the man who prepares Mike Hailwood's phenomenally successful machines. And, of course, there is a selection of the usual popular features. For scooter and moped riders another supplement, similar to that on pages 629 to 640 of this issue, is included. The scooter exhibits are reviewed and the buyers' guide covers all scooters and mopeds on the British market.

Please order your copy of next Thursday's superb number now. If you don't your newsagent is liable to be sold out when you call. Although more than twice the usual size (there are nearly 70 editorial pages) the price is 9d as usual.

## Hailwood Wins

### Pinhard Prize for Famous Oxford Road Racer

IT was tough luck for all but one of the contestants for the Pinhard Prize this year that 19-year-old Mike Hailwood, of the Oxford Ixion Club, happened to be performing prodigious feats on race circuits from the Isle of Man to South Africa. With an almost incredible record of successes, he is the 1958 winner of the competition.

His score includes seven 250 c.c.-class wins in South Africa, with six lap records to boot; in his first effort in the Island he gained four replicas from four starts and, with the help of Don Shorey (and of Mike's enthusiastic dad), he won the Thruxton 500-miler. In the counting 12 months (1 September 1957 to August 31 this year), he had 40 winning rides and 18 places. The results were obtained in four different capacity classes but mainly on under-350 c.c. mounts. In passing, it may be mentioned that Hailwood also succeeded in winning the A.C.U. Road-racing Stars in the 125, 250 and 350 c.c. classes, although rides after August 31 that helped him win the stars do not count for the Pinhard Prize.

Second place was awarded to the scrambles discovery of last season, 20-year-old David Hickox of the Ipswich Club. Riding Greeves machines he scored successes in open-to-eastern Centre events and later made his presence really felt in national meetings. He has been almost as successful in the trials sphere and has seven premier awards to his credit.

By virtue of some very creditable performances on a 199 c.c. Triumph Cub, 19-year-old Colin Lambert has been awarded third place. He first came into prominence on an elderly 197 c.c. Francia-Barnett less than two years ago and succeeded in winning the regional-restricted Dick Farquharson Trial in his first year of competitive sport. He has since won nine premiers and five capacity class cups; he is a member of the Sunbeam Club.

The Pinhard Prize is an annual award which commemorates Fred Pinhard, who was for many years secretary of the Sunbeam Club. The competition is open only to riders under 21 at the beginning of each 12-month period (September 1) and is based on what is considered the most meritorious performance in motor-cycle sport, interpreted to include organizing as well as taking part in competitions.

Graham Walker will present the Prize—the Trophy, a replica and a cheque for £5—next Tuesday at 6.30 p.m. on the R.A.C. Stand (9) at Earls Court.

### Capetown Racing

WITH almost a lap in hand, Dan Joubert scored a convincing win over Jim Redman in the Western Province Championship Handicap held at Killarney, Capetown, on November 1. Both rode short-stroke Norton five-hundreders. On a 1.66-mile circuit, riders were set to cover 10 laps, a distance of 50 miles.

From the scratch mark 9m 15s behind the limit man in a field of 26, Joubert shot ahead of Redman and settled down to the task of overhauling the earlier starters. He took the lead on the 25th lap with five laps left to cover. Realizing the commanding position he had gained, he then throttled back and came in to win at little more than cruising speed.

Meanwhile Redman, in the closing stages, had caught up D. H. Guscott who, riding a

three-fifty Norton-B.S.A. hybrid, had been given two minutes advantage at the start. Guscott and Redman began a no-quarter-given scrap but, with two laps to go, Redman established ascendancy and collected a well-deserved second place, with Guscott holding on to come home third.

With recent European racing experience Redman might have done even better had he not been involved earlier in a spill in the 350 c.c. scratch race. On the final lap

his Norton collided with that of Fred Willmott and he came off. Showing fine sportsmanship, Willmott waited for his opponent to remount before renewing the duel and carrying on to win, with Redman second.

The 500 c.c. scratch event provided a further win for Joubert over Redman while Gary Burgess, current South African champion in the two-fifty class, had little difficulty in bringing his B.S.A. home first in the 250 c.c. race run concurrently with the five-hundred.

**Western Province Championship Handicap** (50 laps).—1, D. Joubert (499 Norton); 2, J. Redman (499 Norton); 3, D. Guscott (500 Norton-B.S.A.).  
**350 c.c. Race** (5 laps).—1, P. Willmott (Norton); 2, Redman (Norton); 3, Guscott (Norton-B.S.A.).  
**250 c.c. Race** (5 laps).—1, Joubert; 2, Redman; 3, P. Heathall (Norton).  
**250 c.c. Race** (5 laps).—1, G. Burgess (B.S.A.); 2, M. Schneider (Excelsior); 3, J. Smith (Velocette).

## LATE SHOW NEWS

\* A THREE-WHEELER version of the Frisky car is likely to be at Earls Court on Stand 85. The glass-reinforced plastic hardtop body is similar to that employed by the four-wheeler. The single rear wheel is driven by chain from a 197 c.c. Villiers engine with a four-speed gear box, fan cooling and a Siba Dynastart. Seating is for two adults. Tyre size is 4.40 x 10 in. Petrol capacity is 2½ gallons. The basic price is £284 and the total price (including British purchase tax) is £389 8s 6d. Manufacturers are Frisky Cars, Ltd., Park Lane, Fallings Park, Wolverhampton. At the same time as this late announcement was received it was stated that Bitri scooters would not appear on the stand.

\* On the Avon Stand (25) visitors are invited to make use of a large message board and to use the stand as a meeting place.

\* A special mock-up on Stand 120 shows the operation of scooter suspensions fitted with Girling hydraulically damped spring units.

\* Mike Hailwood receives the Pinhard Prize from Graham Walker on the R.A.C. Stand No. 9 at 6.30 p.m. next Tuesday, as reported in the first column.

\* On the Wednesday at 3 p.m., Slazenger's chairman, Michael McManis, presents this year's A.C.U. Road-racing Stars. The winners are Tony Godfrey (500 c.c. solo class), Mike Hailwood (350, 250 and 125 c.c.) and Pip Harris (sidecar).

\* Eighteen-year-old Penelope Coelen from Durban, the Miss World winner, is expected on the Lambretta Stand (72)—but nobody yet knows quite when!

\* You can imagine yourself as a racing sidecar passenger on the Isle of Man Stand (7), where the main attraction is a continuous 45-minute film depicting the world-famous T.T. course, as seen at speed from the sidecar of Eric Oliver's outfit. Also showing are the Golden Jubilee T.T. film, and a holiday film illustrating many of the Island's beauty spots. The floral decorations are being specially flown over from Ronaldsway, the airport known to many thousands of T.T. enthusiasts.

\* Historic machines in the special display on Stand 21 are as follows: 1898 Dennis Tricycle; 1901 Orient; 1901 Slinger; 1903 Quadrant; 1905 F.N. (four-cylinder); 1907 N.L.G.; 1909 Experiment; 1910 Bradbury; 1913 Motocycle; 1914 Rover; 1914 A.B.C.; 1914 Douglas; 1920 Mobile Pup; 1923 T.T. Scott and sidecar; 1927 Rex-Acme.

## London Traffic Flow

BETTER plans for co-ordinating road and rail transport with building development and parking accommodation are urged by the standing joint committee of the R.A.C., A.A., and the R.S.A.C. in a statement submitted to the Royal Commission on Local Government in Greater London.

Without centralization of responsibility, the joint committee says, no real progress will be made in improving transport and traffic arrangements. So many authorities are concerned that plans tend to be introduced without any defined pattern. In fact, there are 125 highway authorities in the London traffic area.

## SPORTS NEWS

### In South Africa

AN APPEAL, mainly directed at the motor trade, has been launched for £15,000 with which to improve the Roy Hesketh circuit, Pietermaritzburg, and there has already been some response. It is intended to widen the circuit and to add an extra loop which will increase its length to 2.5 miles. Plans are meantime going ahead for the meeting on December 14. Among those who will be competing are Mike Hailwood, Dave Chadwick, Beppe Castellani, Stan Setaro and Jim Redman. The fixture was made financially possible by the donation of £100 by a Pietermaritzburg butchery as the first prize for a 75-mile handicap.

### Firs: Homologation

AT LAST, a manufacturer has applied to the Fédération Internationale Motocycliste to homologate (the F.I.M. term which means, in simple language, register) machines for Formula 1 racing. Two models are concerned, both Ducatis—the 1955 one-two-five Gran Sport, produced in the first place with events such as the Giro d'Italia in mind, and the 1958 175 c.c. Sport. Apparently over 50 of each model have been sold to the public.

EX-NORTON TRIALS TEAMSTER Jack Blackwell will be making a welcome reappearance next Sunday when he takes part in the West London Trophy Trial at Liphook. He will be riding a 497 c.c. Ariel. The event starts from The Deers Hut at 10.30 a.m.

ENTRIES for Sunday's Greenwich Autumn Scramble at Brands Hatch closed with the excellent total of 170. The programme includes such stars as Jeff Smith, Ron Langston, John Clayton, Andy Lee, Gordon Jackson, Jim Sheehan, Brian Sharp, John Giles and Ian Horsfield. The meeting, which is open to the South-Eastern Centre, starts at noon.

ONCE AGAIN Frank Cope, the oldest active racing motor cyclist, plans to compete in South Africa during the winter months. He left last Thursday on the Arundel Castle and his first race will be the Port Elizabeth "200" on New Year's Day. He will be using his two-hity Norton.



## Sunday Laws

### Reform Again the Subject of Parliamentary Discussion

FRESH impetus has been given to the campaign for reforming the Sunday Observance laws by the Commons ballot on private Bills. Mr. John Parker, Labour member for Dagenham, was third in the ballot, and while he has not yet announced what kind of measure he intends to promote, he has been prominent in the moves for reform. He was one of the 126 M.P.s of all parties who signed the motion last session calling on the Government to set up a committee to consider and report on any necessary changes in the Sunday Observance laws. The topic is dear to Mr. Parker's heart—he introduced a Bill in 1953 which was rejected by 281 votes to 57, but there is evidence today of much stronger public opinion in favour of a review.

The Home Office attitude is still non-committal. Mr. Butler said on Thursday in reply to a question from Mr. Parker: "I have no proposal to make for any action on this matter, about which opinion is deeply divided, at the present time." This will hardly satisfy the substantial "lobby" pressing for a change in the law.

The scheme for testing machines of ten years old and more has been postponed again. It will not now come into operation until the middle of next year and then only progressively. Legal snags have arisen over the proposal for a free re-test and the lighting requirements. Free re-tests have had to be dropped, but the trade has agreed to do them for half price. The Construction and Use Regulations will have to be amended to lay down that lighting equipment must be in order at all times and not merely when a vehicle is used at night.

Some M.P.s are concerned about the hire-purchase "war" which has started among firms since the Chancellor lifted the restrictions, but the Government is sure the situation will right itself. Mr. Amory has pointed out that past experience has shown that there is a sharp, immediate stimulation when hire-purchase control is relaxed, but that it begins to taper off as soon as a few months have elapsed.

### Show Broadcast

A REVIEW of the Show highlights is to be broadcast in the B.B.C. Network Three programme tomorrow (Friday) evening at 7.30. The speaker is Geoff Hancock, motor-ing correspondent of the *Birmingham Mail*.

### Day of Records

MAKING his first appearance at the Darley road-race circuit near Melbourne in last Sunday's open meeting, Eric Hinton made the day his own by notching up a triple victory on an N.S.U. and a pair of Nortons. On a day of brilliant sunshine, lap records were shattered or equalled in almost every class and Hinton, after passing the initial leader, Frank Spiller (Triumph), on Lap 5 of the ten-lap 500 c.c. event, returned an absolute lap record for the course in 1m 14s. The previous record stood to the credit of Reg Hunt with a Maserati racing car. In the same race both Ron Miles (Norton) and Spiller, respectively second and third men home, equalled the previous motor-cycle lap record.

Earlier Hinton had lowered the 350 c.c. class record (held by Maurice Quincey in 1m 16s) by 1.2s. Not to be outdone, Lindsay Urquhart (Norton), in winning the six-lap sidecar handicap from scratch, equalled the lap record for the three-wheeler class. Urquhart later had a relatively easy victory over Ken Riley (Norton) in the eight lap scratch race for sidecars.

**125 c.c. Race** (5 laps).—1, G. Huse (Hunter Special), 8m 52s; 2, E. Doherty (B.S.A.); 3, A. Flood (Francis-Barnett). **250 c.c. Race** (5 laps).—1, E. Hinton (N.S.U.), 6m 58s; 2, Flood (Triumph); 3, M. Brumhead (R.E.G.).

**350 c.c. Race** (10 laps).—1, E. Hinton (Norton), 12m 51s; 2, E. Phillips (Norton); 3, T. Pound (Gullforce-B.S.A.). **400 c.c. Race** (10 laps).—1, E. Hinton (Norton), 12m 40s; 2, R. Miles (Norton); 3, F. Spiller (Triumph).

**Sidecar Race**.—(8 laps).—1, L. Urquhart (Norton), 11m 7s; 2, E. Riley (Norton); 3, J. Hocking (Norton). **Sidecar Handicap** (6 laps).—1, Urquhart.

### Traffic Delays

VISITORS riding or driving through London to Earls Court should note that traffic in some areas is more chaotic than usual owing to roadworks at the points mentioned below. The details have been extracted from the latest A.A. report.

W.1: Holles Street, off Oxford Street—temporary one-way for southbound traffic; diversion for northbound traffic.

W.4: Chiswick roundabout—eastbound traffic for Cromwell Road diverted by way of Chiswick High Road, Sutton Lane, Heathfield Terrace, Sutton Court Road, into Cromwell Road. Chiswick Bridge—single-line traffic.

W.5: Western Avenue at Hangar Lane.

W.6: Hammersmith Broadway.

W.11: Notting Hill Gate.

W.14: West Cromwell Road between Earls Court Road and Warwick Road.

S.W.1: Grosvenor Road and Knightsbridge at junction with Sloane Street.

N.W.6: Fortune Green Road—southbound traffic diverted by way of Finchley Road and Lyncroft Gardens.

N.W.8: Finchley Road between Boundary Road and Adelaide Road.

W.C.2: Trafalgar Square.

S.E.1: Newington Butts, Elephant and Castle—southbound traffic for Newington Causeway diverted by way of Walworth Road and Draper Street.

REGULATIONS are available for the M.C.C.'s Exeter Trial (January 9 and 10). Entries close December 10 and should be sent to L. G. Eckett, 1, Holmdene Avenue, London, N.W.7.

ON November 5 the price of the cheapest petrol in France increased from 94.80 to 95.50 francs a litre, which brought the price up to about 7s a gallon, an increase of 1d. Better grades of fuel cost over 100 francs a litre.

POPULAR Control executive, Laurence Sultan, previously assistant group publicity manager, has been appointed group public relations officer. Other Control appointments are those of Ken Shurey as deputy group publicity manager and John C. Edmunds as assistant publicity manager.

FILMS supplied by Dunlop will be screened by the Wandsworth Club on Friday, November 28, at St. Mary's Hall, Alston Road, Fountain Road, London, S.W.17, and all motor cyclists are cordially welcome. Admission is free but there will be a collection for the A.C.U. Benevolent Fund.

THE premises of Mayro and Son, St. Thomas' Square, Salisbury, have been acquired by D. W. Thomas (Salisbury), Ltd. Mr. Mayro-gordato is, of course, famous for the way in which he has looked after the needs of Scott riders in

the south and that service will be continued. Other makes included include Ariel, B.S.A., Royal Enfield, Vespa, Lambretta and N.S.U.

LAST year the Sunbeam Owners' Club merged with the Sunbeam Club and its members have been carrying on successfully with guidance from the parent body. Now, through the co-operation of B.S.A., a complete set of service tools has



At the Petersfield Club's tramp supper last Friday King Tramp Ray Foster is crowned by Sigrid Kohler, a guest judge. Foster's beard was grown for the occasion

been made available on loan to all owners of Sunbeam motor cycles who are members. This loan service is operated by John O'Neill, 47, Hickling Road, Ilford, Essex, who welcomes inquiries from Sunbeam owners wishing to avail themselves of the facility.

FIELD trials of new-pattern mitt-type gloves and of plastic handguards have been started by the G.P.O. The gloves are being used by telegraph boys in seven towns in Scotland, including Edinburgh and Glasgow, and four in England, including Liverpool. The handguards are being given similar use trials in six towns in England and Wales; among them are Newcastle and Swansea.

RIDING with the Fife Hounds in the first hunt of the season last weekend Alf Pentman, famous Scottish sand racer of pre-war years on Nortons, collapsed and died. He was 57. He is survived by his wife, a daughter and two sons, Alf and Bill, both of whom are familiar figures on lightweights on the Scottish circuits. The funeral was to be held at Markinch on Tuesday.

ANOTHER Motor Cyclists' Rendezvous is being organized by the Chief Constable of Birkenhead. It will start at 7.30 p.m. on Friday, November 21, and will be held at police headquarters, Chester Street. Among the films in the programme will be "Flag for Action" with a commentary by an insurance expert, "Let Go For and" and "Spotlight on Motor Cycles, 1955." Admission is free and all motor cyclists are invited.

MOTOR-CYCLE and scooter maintenance and repair classes at Park Walk Evening Institute, off King's Road, Chelsea, London, S.W.10, are starting on November 25 and subsequently there will be one class a week from 7 to 9 p.m. Occasionally film shows will be included as part of the curriculum. Applications for enrolment should be sent to the principal, Warwick Recreational Institute, Ranelagh Road, Lupus Street, London, S.W.1. Offers of scrap motor-cycle components suitable for demonstration use or for sectioning would be warmly received.

# CLUB NEWS

**ALFERTON AND WEMBLEY.**—November 14: Beetle drive (Swan, 8.30). 16: Box Hill (Ace, 10.30). **A.M.C. Owners** (Bristol).—November 13: Business meeting (Rising Sun, Ashton Gate, 7.15). (North London).—November 18: Show visit (A.M.C. Stand). (South Eastern).—November 16: Kenish run (Vauxhall Bridge, north side, 9.30). (South Essex).—November 13: Film show (White Swan, 8). 16: Tower of London (Giant Hill, 1.30). **Ariel Owners.**—November 15: Cocktail party (H.Q., 8.30). Secretary: D. R. Beale, 14, Approach Road, London, E.2. **Avon Valley.**—November 19: Film show (H.Q., 7.30).

**Barnet.**—November 13: Film show (H.Q., 8). **British Two-Stroke** (London).—November 16: West London trial (Marquis of Granby, 9). **Brougham and Breton.**—November 13: A.G.M. (H.Q., 7). 14: Coach trip to Show (Market Square, Chester, 10.30). **Central Leeds.**—November 19: Meeting (H.Q., 8). **Children 50 Racing.**—November 19: Film show (H.Q., 8).

**Ditton.**—November 16: Ramble (Hampton Court, 2). 18: Show visit (R.A.C. Stand, 7.30). **Devonport.**—November 16: Trial (Clearbrook scambles course, noon). **East Acton.**—November 19: Film show (Duke of York, 8). **Ford.**—November 15: Centre dance (Colchester).

**Gloucester and Cotswold.**—November 18: G.P.O. visit (George Street, 7.15). **Grave Park.**—November 16: Brands Hatch (Green Man, 10). **Hillingdon and Uxbridge.**—November 13: Club night (Old Treaty House, 8). **Kings Norton.**—November 14: Talent night (H.Q., 8).

**L.E. Vale** (Essex).—November 16: Run (Halfway House, 9.45). (London).—November 16: Run (Staines Bridge, 10). (Manchester).—November 16: Lunch (The Café, Somerset, 1). (Midland).—November 16: Run (Leverage Hill Café, main Stratford on Avon road, 2). **Lea Bridge.**—November 14: Challenge match (H.Q., 8.30). 16: Surrey tour (Blackheath, 10). 18: Show visit. **Leatherhead.**—November 13: Club night. 16: West London trial. (Plough, 9). **Leavesdon.**—November 14: Dance (Christchurch Hall, St. Albans Road, Watford, 7.30). 15: Slide show (H.Q., 8). **Liverpool Imperial.**—November 16: Run (Tunnel, 10). 18: Natter night (H.Q., 8.30). **London Douglas.**—November 14: Film show (H.Q., 8). 16: Greenwich scramble (Lewisham Clock Tower, 10.30). **London Ladies.**—November 18: Show visit (R.A.C. Stand, 7.30). **London Scooter.**—November 16: Good Easter (Henly's Corner, 9.15 and Blue Cockatoo, 9.45). **London Touring.**—November 14: Film show (H.Q., 7.30).

**Manchester Ace.**—November 16: Run (Great Bridgewater Street, 10.30). 17: Film show (H.Q., 8). **Manchester 17.**—November 18: A.G.M. (H.Q., 8). **Manchester Vagabond.**—November 19: Slide show (Ladybarn House, 8.30). **Motuhk.**—November 14: Club night (H.Q., 8). 19: Show visit (Ship, 6.30).

**Norwich Sidecar.**—November 16: Lancaster Castle (Oldham Market Place, 10). **Norwood.**—November 16: Brands Hatch (Parade, 16). 19: Club night (Norwood Tennis Club, 7.30). **Nottingham Tecnade.**—November 16: Dukeries (Redhill, 11). 19: Club night (Beechdale Hotel).

**Panther Owners.**—November 16: Run (Ace Café, 9.30). **Pondennis.**—November 14: Run (7.15). **Pennine Range.**—November 16: Grasmere (Conservative Club, 9.30). **Plymouth Touring.**—November 13: Auction (H.Q., 7.30). **Prima Eagles.**—November 17: Maintenance.

**Reading All-scooter.**—November 16: Club night (River Club, 8). **Royal Enfield Owners.**—November 16: Pilsden Lacey (St. Paul's, 10).

and What 'O. 10.45). **Rudge Enthusiasts.**—November 14: Film show (Canton Hall, Westminster, 7). **Rugby.**—November 16: Trial (Avon Mill, 10.15).

**Saints.**—November 13: Club night (St. Andrew's Boys' Club, 8). **Scott Owners.**—November 15: Club night (Red Lion, Whitehall, 16). Trial (Town Hall, Wallington). **Sidecar.**—November 13: Games (H.Q., 16). Greenwich scramble (Ferry Street lights, 10.30). **Sloagh.**—November 13: Club night (41, Albert Street, 8). **Somerton.**—November 18: Meeting (Red Lion, 8). **Southampton Vikings.**—November 16: Salisbury Trial (Chilworth Cross-roads, 10.30). **Southern Sporting.**—November 16: Run (Claremont Café, Staines, 9.30). 19: Briefing (H.Q., 8). **Southern Triumph Riders.**—November 14: Film show (H.Q., 8). **Surrey Sidecar.**—November 15: Dance (Hand in Hand, Box Hill, 8.30); all motor cyclists welcome; tickets 3s 6d. 16: Run (Robin Hood Gate, Richmond Park, 2.30). Unattached sidecar drivers are invited to compete in a trial on December 7; regulations from John Newton, 80, Coldharbour Lane, Camberwell, London, S.E.5.

**Tenterden.**—November 16: Walker Cup Trial (Chequers Inn, Dodington, 10.30). **Trade Winds.**—November 16: Science Museum (H.Q., 1.45). **Triumph Owners** (all branches).—November 15: Social (Fulham Town Hall, 8); tickets, 3s, from G. P. Stopford, 87, Ashurst Road, Cockfosters, Herts. (Epping Forest).—November 18: Open night (H.Q., 7.30). (North London).—November 14: Atomic Mike's night (H.Q., 8). 16: Run (Glensfields, 2.30). (North-west London).—November 16: Brands Hatch (L.E.F., 9). 18: Show discussion (St. Michael's Institute, 7.30). (Wolverhampton).—November

17: Tombola (H.Q., 8). **Triumph Owners of North West Kent.**—November 16: Greenwich scramble.

**Vincent H.R.D. Owners** (Coventry).—November 14: Club night (Phantom Coach). (Derby).—November 13: Club night (Osmonston Park Hotel). (Mansfield).—November 13: Club night (William IV, Sutton Road). (Merseyside and North Wales).—November 14: Club night (Black Horse, Lower Herwall). (Oxford).—November 14: Club night (Chequers, Horspath). 15: Show visit (Martyr's Memorial, St. Giles, 9). (South London).—November 14: Talk by Gordon Colquhoun and Charlie Rous (H.Q., 8). (West London).—November 17: Club night (Ickenham Community Centre). (West of England).—Vincent owners interested in forming a section are invited to a meeting at Bonner's Café, East Reach, Taunton, on November 16 at 3 p.m. **Vintage.**—November 19: Community signing (Midland and Royal Hotel, Gloucester).

**Watling Association.**—November 16: King John's Palace (Queen of Hearts, 10). 18: Show visit (R.A.C. Stand, 8.30). **Wednesbury.**—November 18: Open night (H.Q., 8). **West Essex.**—November 16: London Airport (Walthamstow Billet, 10). 17: Games (H.Q., 8). **West Leeds.**—November 13: Business meeting (H.Q., 8). 16: Ramble (Otley Old Road end, 10). **West London.**—November 13: Briefing (H.Q., 8). 16: West London trial (observers meet Deers Hut, 9.30). **West Midlands Amateur.**—November 19: Show visit (The Motor Cycle Studio, Weybridge).—November 18: Club night (H.Q., 8). **Witley.**—November 13: Club night (H.Q., 7). 15: Tramp supper (H.Q., 7.45). 16: West London trial (Weavers Down, 10.30). **Wood Green.**—November 16: West London trial (Alexandra Palace, 9). 17: Show visit (A.C.U. Stand, 8). **Woolwich.**—November 13: Tombola (H.Q., 8). 16: Mystery run (Royal Hotel, 1.45). **Worthing Eagle.**—November 13: Club night (H.Q., 8). **Yeo Vale.**—November 13: Committee night (H.Q.).

THE CLUBMAN

## IMPORTANT EVENTS

**Sunday, November 16.**—**Essex:** Eastern Experts' Trial, Angel Inn, Stoke by Nayland, near Colchester, 11 a.m. **Hampshire:** West London Trophy Trial, on W.D. land in the Weavers Down area, 10.30 a.m. **Kent:** Walker Cup Trial, The Chequers, Dodington, near Sittingbourne, 10.30 a.m. **Autumn Scramble, Brands Hatch Estate, Farningham, noon.** **Cheshire:** Trial, Gorsey Lane, Picton, Chester, 11 a.m. **Somerset:** King's Sedgemoor Trial, Car Park, Morland's Factory, Northover, on the Glastonbury-Street road, 10.30 a.m. **Motoball, North Hants v. Somerton, Church Farm, Podimore, near Ilchester, 1.30 p.m.** **Worcestershire:** Severn Valley Trial, Blount Arms, on the Bewdley-Clebury Mortimer road six miles from Bewdley, 10.30 a.m. **Devonshire:** Trial, Drewe Arms, Broadhembury, near Honiton, 12.30 p.m. **Gloucestershire:** Autumn Trial, Postons Ash Inn, on the Birdlip-Stroud road, 10.30 a.m. **Stirlingshire:** Trial, Carronbridge Hotel, junction of the Kilsyth, Stirling, Denny and Fintry roads, 11 a.m. **Stirlingshire:** Regent Trial, Jaynes Garage, Brynmawr, 11 a.m. **Derbyshire:** Scramble, Kniveton, two miles east-north-east of Ashbourne, noon. **Roy Stevenson Trial, Plough Inn, Brackenfield (B6024), approximately a mile north-west of Wessington and 4½ miles east-south-east of Tansley, 11 a.m.** **Hertfordshire:** Group trial, Watling Street

Café, two miles south of Markyate, on A5, 10.30 a.m.

**Sunday, November 23.**—**Sussex:** National Mitcham Vase Trial, Nutley, 10 a.m. **West Lothian:** Plaza Trial, Stockbridge Filling Station, Linlithgow (A9), 10.30 a.m. **Cheshire:** November Trial, Tanhouse Farm, Buglawton, near Congleton, 11 a.m. **Buckinghamshire:** November Handicap Trial, Madge's Café, Loudwater (A40), 10.30 a.m. **Lincolnshire:** Molly Johnson Trial, The Weighbridge, Greetwell, Ironstone, 10.30 a.m. **Gloucestershire:** Drake and Gibb Trial, Royal William, Cranham, 1 p.m. **O.K. Supreme Trial, High Street, Moreton in Marsh, 10 a.m.** **Surrey:** Mid-winter Grand National, Tunnel Hill, Pirbright, 11 a.m. **Berkshire:** Newbury Trial, Five Bells, Woodpeen, 2½ miles from Newbury on B4000, 11 a.m. **Kent:** Mutton Lancers Trial, Recreation Ground, Barham. **Hampshire:** Scramble, Dundridge Lane, Bishops Waltham, noon. **Jack White Trial, Pinn's Farm, West Wellow, 11.30 a.m.** **Oxfordshire:** Banbury Cross Trial, layby adjoining the Pethouse scambles course, Deddington, 10.30 a.m. **Somerset:** Quotock Trial, The Pines, top of Buncombe Hill five miles from Bridgewater, 12.30 p.m. **Christmas Trial, New Inn, Farnborough, 10.30 a.m.** **Derbyshire:** Fenn Scramble, Cotton Hall Farm, Draycott in the Clay, near Sudbury, noon. **Devonshire:** November Trial, Sportsmans Arms Hotel, Blychau (A545), 11 a.m.

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| TOTTENHAM—94, 96, 104, HIGH ROAD, N.15         | STAmford Hill 5656/7 |
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6 DAYS' TRIAL** has never been equalled and can  
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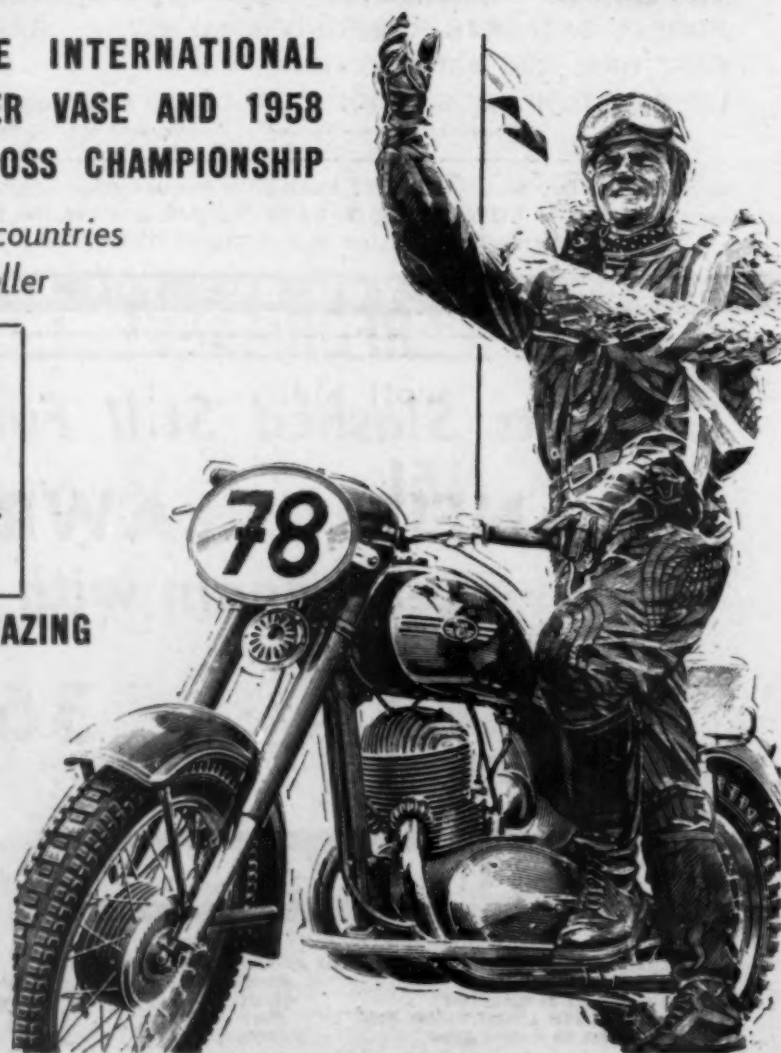
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### LADIES' COATS

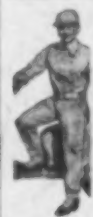
| Coat | £ | s | d | Deposit | 6 monthly |
|------|---|---|---|---------|-----------|
|------|---|---|---|---------|-----------|

|          |    |    |    |    |    |
|----------|----|----|----|----|----|
| Sandwich | £5 | 10 | 0  | 20 | 10 |
| Vicount  | £5 | 10 | 11 | 20 | 10 |
| Duplex   | £5 | 10 | 11 | 20 | 10 |

### GENTS' COATS

| Coat | £ | s | d | Deposit | 6 monthly |
|------|---|---|---|---------|-----------|
|------|---|---|---|---------|-----------|

|            |    |    |    |    |    |
|------------|----|----|----|----|----|
| Vicount    | £5 | 10 | 11 | 20 | 10 |
| Duplex     | £5 | 10 | 11 | 20 | 10 |
| Premier    | £5 | 10 | 11 | 20 | 10 |
| Valiant    | £5 | 10 | 11 | 20 | 10 |
| Ironhide   | £5 | 10 | 11 | 20 | 10 |
| Challenger | £5 | 10 | 11 | 20 | 10 |
| Supremacy  | £5 | 10 | 11 | 20 | 10 |



## SELSTAFF OR ARMADRAKE. CASH OR "EASY PAY"

### LADIES' SUITS

| Suit | £ | s | d | Deposit | 6 monthly |
|------|---|---|---|---------|-----------|
|------|---|---|---|---------|-----------|

|              |    |    |    |    |    |
|--------------|----|----|----|----|----|
| Sandwich     | £5 | 10 | 11 | 20 | 10 |
| Vicount      | £5 | 10 | 11 | 20 | 10 |
| Duplex       | £5 | 10 | 11 | 20 | 10 |
| Black Prince | £5 | 10 | 11 | 20 | 10 |
| Arm for hand | £5 | 10 | 11 | 20 | 10 |

### GENTS' SUITS

| Suit | £ | s | d | Deposit | 6 monthly |
|------|---|---|---|---------|-----------|
|------|---|---|---|---------|-----------|

|              |    |    |    |    |    |
|--------------|----|----|----|----|----|
| Platinum     | £5 | 10 | 11 | 20 | 10 |
| Continent    | £5 | 10 | 11 | 20 | 10 |
| Iron Duke    | £5 | 10 | 11 | 20 | 10 |
| Black Prince | £5 | 10 | 11 | 20 | 10 |
| Arm for hand | £5 | 10 | 11 | 20 | 10 |
| Black Prince | £5 | 10 | 11 | 20 | 10 |
| Black Prince | £5 | 10 | 11 | 20 | 10 |



## REMOULD TYRES

| Size | £ | s | d |
|------|---|---|---|
|------|---|---|---|

|     |    |    |   |
|-----|----|----|---|
| 350 | 19 | 60 | 0 |
| 350 | 18 | 60 | 0 |
| 350 | 19 | 72 | 0 |

P. & P. 38.



ISETTA

# M.P.H.W.

SALES LTD.



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## MINIATURE MOTORING SPECIALISTS

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 186 HOLLAND PARK AV., W.11. (SHEP. BUSH) PARK 2410  
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**1/10** DEPOSIT and 30 Months Repayments  
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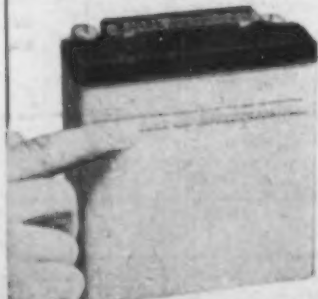
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| HEINKEL ... ..    | £399 | £40  | £15-4-3 30  |
| ISETTA ... ..     | £365 | £37  | £12-10-0 30 |
| MESSERSCHMITT ... | £339 | £34  | £12-11-0 30 |
| SCOOTACAR ... ..  | £315 | £32  | £10-10-0 30 |
| RELIANT ... ..    | £446 | £45  | £16-10-3 30 |
| BOND ... ..       | £300 | £38  | £14-2-3 30  |
| NOBEL ... ..      | £305 | £39  | £14-5-4 30  |
| GOGGOMOBIL ... .. | £494 | £50  | £17-16-3 30 |
| FRISKY ... ..     | £499 | £50  | £17-16-3 30 |

NAME .....

ADDRESS .....

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MOTOR CYCLE SHOW  
ON STAND 152**fly-weight!***See at a glance!*

How easy now to top up correctly. Trickle in the distilled water and see the acid level rise to the dead-line on the case. You can't go wrong!

A new Exide battery—expressly designed and made for scooter service! Lighter but very strong—less bulk but higher electrical capacity . . . all the long life and reliability that the name Exide implies, plus new features of solid, practical value. Tough, translucent polystyrene case through which you can see the acid level. Porvic separation to insulate the plates and cushion them against vibration and shock. No lid to remove and replace—flush-fitting filler plugs—sunken terminals—*nothing* projecting anywhere! It's at your dealer's now—the grey-white battery with the red and black top—the ruggedest but lightest scooter battery yet made!

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**THREE-WHEELERS:** Heinkel, Isotta, Reliant, Messerschmitt.

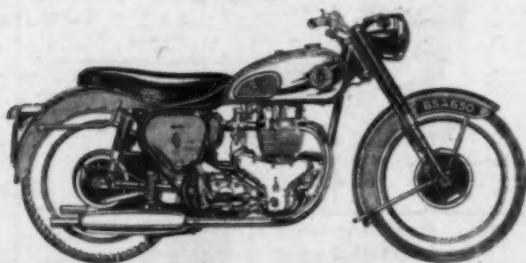
**SIDECARS:** Busmar, Watsonian, Swallow, Garrard, Rankin, Surrey, Canterbury.

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**EXCHANGES**  
WITH PLEASURE



**BSA 650 OHV Twin model A 10 Golden Flash**

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OF ACTON

**500 MODELS IN STOCK  
FOR IMMEDIATE DELIVERY**

**YOU CAN DEAL THROUGH THE POST  
WITH CONFIDENCE**

We have satisfied thousands of customers—let us satisfy you. Testimonials of our straightforward dealing and efficient and speedy service arrive from all parts of the country. All machines sent passenger train at our risk.

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Please send by return **FREE LISTS**.

I am particularly interested in a **NEW/SHOP-SOILED  
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(State Make)

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**ADDRESS**.....

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# THE MOTOR CYCLE

## CLASSIFIED ADVERTISEMENTS

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FIRST POST MONDAY.

Advertisements that arrive too late for a particular issue will be inserted in the following issue unless accompanied by instructions to the contrary. Postal orders and cheques sent in payment for advertisements should be made payable to Hiff & Sons Ltd., and crossed & Co. The publishers are not responsible for clerical or printers' errors although every care is taken to avoid mistakes. The Publishers retain the right to refuse or withdraw advertisements at their discretion.

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COMERFORDS for Adler and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (C1008)

#### A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. (0107/R)  
E. S. LONGSTAFF, Ltd.

OFFERS 1957 A.J.S. 500cc twin, a/c, arm, d/seat, immaculate, £198; part exchange & hire purchase on new low deposit terms with pleasure.—E. S. Longstaff, Ltd., 106, High Rd., Woodford, E.18. Buckhurst 6369. (C1079)

ROWLAND SMITH'S for A.J.S.

ALL models supplied.

TERMS exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

A.J.S. 1952 550cc, Watsonian a/c, superb cond.; £79, terms.—37, Parkside Drive, Edgware. Bde. 7073. (0771)

1954 A.J.S. 350cc springer, one owner, 10,000 miles only, absolutely immaculate; £119/10. BANKS, 62-64, Grand Parade, N.A. Sta. 0367. (C1166)

MEETEN'S, Shannon Corner, New Malden, for 1952 A.J.S. and Matchless, see the latest 250's, they are super! (C1203)

WHITE & MARTIN for your new A.J.S.: part exchanges, h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1055. (C1152/R)

T. W. KIRBY MOTOR CYCLES, Ltd., your A.J.S. specialists 10 Romeo Corner, Hornchurch, Tel. 6785. (0414)

SLOCUMBS OF NEASDEN!!! for your new A.J.S.: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). (C1115)

COMERFORDS for A.J.S. new and second-hand, 1,000 machines in stock; send for list.—Portsmouth Rd., Thames Ditton Emb. 5531 (16 lines). (C1008)

WHITBY'S OF ACTON.—New models in stock, exchanges, h.p., spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showeroom); She. 6795 (Spare). (C1128/R)

#### A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH'S, the A.J.S. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

PRIDE & CLARKE.—Biggest demand, highest prices.—150, Stockwell Rd. S.W.9. Tel. Brixton 6251. (W1098/R)

CLAUDE RYE urgently require all models; get our price list, h.p. accounts settled, we pay carriage.—635-631, Fulham Rd., S.W.6. Hen. 6174. (W1105/R)

#### A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service.

340 Footscray Rd., New Kitham, S.E.9. Kitham 1373. (0117/R)

CLAUDE RYE, Ltd., A.J.S. specialists.—Spartan 325-321, Fulham Rd. S.W.6. Renown 6174. (01105/R)

GUS KUHN—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt C.O.D. by return service. (01135/R)

100% service C.O.D. and trade.—E. R. Fisher Motors, Ltd., Bath Rd. Hove, cv. Middx. Hounslow 1252. (01163)

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—A.J.S. and Burman spares and service; rapid C.O.D.—Rodney 2181. (0262/R)

KAYS OF BALING, Ltd., A.J.S. spare parts stockists. Trade enquiries, quotations or C.O.D. by return.—8-10, Moor St. Baling, W.5. Bal. 2367. (01075/R)

POTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour C.O.D. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. (01136/R)

C.O.D. and service units, £10,000 spares in stock.—E. Rapids, 64-74, Chiswick Rd., Wembley, Surrey, Uel. 0695; and 259-259, Harrow Rd., Wembley, S.W.18. Cherrywood 2508-9. (01162/R)

**1500**

**SUPERB BARGAINS**

**1/5<sup>th</sup> DEPOSIT 24 MONTHS TO PAY**

1/3 DEPOSIT—36 MONTHS TO PAY OR PAYMENTS TO SUIT YOUR CONVENIENCE

Here's the largest and most comprehensive selection of used guaranteed machines in Great Britain—Mopeds—Scooters—Lawnmowers—Singles and Twins—Sales and Combinations. We have them all at prices to suit every pocket. Ownership is made easy by our famous PAY AS YOU RIDE PLAN. Get Party, Fire and Theft Insurance ONLY required. Rush—we will accept any make or model and what is more if the allowance exceeds the deposit required we refund the difference in cash. Every machine marked clearly with its price. Study this small selection from our huge stocks then call and judge for yourself.

|   | Cash Price |
|---|------------|
| 44 DEPOSIT—24 PAYMENTS £15.5                            |            |
| Molyette, 56, 49 c.c. de luxe model, automatic clutch   | £28 10     |
| N.S.U., 55, 49 c.c., 2 speed "Quickly" Moped...         | £28 10     |
| Reid, 54, 49 c.c., 2 speed de luxe Moped...             | £28 10     |
| Molyette, 57, 49 c.c. Master Moped...                   | £28 10     |
| 44 DEPOSIT—24 PAYMENTS £110/7                           |            |
| N.S.U., 55, 49 c.c., 2 speed "Quickly" Moped...         | £28 10     |
| Reid, 57, 49 c.c., 2 speed de luxe Moped...             | £28 10     |
| Norman, 57, 49 c.c., 2 speed "Nippy" Moped...           | £28 10     |
| Molyette, 57, 49 c.c. de luxe, automatic clutch...      | £28 10     |
| 44 DEPOSIT—24 PAYMENTS £114/5                           |            |
| N.S.U., 57, 79 c.c. Handy Scooter, preservative gear... | £39 10     |
| Heinkel, 56, 49 c.c., 2 speed "Felix" Moped, sprg...    | £28 10     |
| Harwood, 57, 49 c.c., 2 speed de luxe Moped...          | £28 10     |
| Norman, 58, 94 c.c., 2 speed Villiers de luxe moped...  | £39 10     |
| 410 DEPOSIT—24 PAYMENTS £118/1                          |            |
| Vespa, 55, 250 c.c. O.H.V. Mod. 18, MAC, tel...         | £44 10     |
| N.S.U., 54, 300 c.c. O.H.V. B.21 de luxe model, tel...  | £44 10     |
| Triumph, 55, 100 c.c. O.H.V. Terrier, sprg...           | £44 10     |
| Matchless, 49, 200 c.c. O.H.V. Model G.40, tel...       | £44 10     |
| Panther, 55, 250 c.c. O.H.V. Model G.2, tel...          | £44 10     |
| James, 54, 150 c.c. Villiers "Cadet", sprg...           | £44 10     |
| Lambretta, 54, 120 c.c. LD de luxe scooter...           | £44 10     |
| Notion, 52, 300 c.c. O.H.V. Mod. 18, tel...             | £44 10     |
| Rowland, 54, 150 c.c. "Gladwin", sprg, d/seat...        | £44 10     |
| N.S.U., 45, 300 c.c. O.H.V. de luxe Twin, d/seat...     | £44 10     |
| N.S.U., 55, 150 c.c. O.H.V. Mod. 18, tel...             | £44 10     |
| N.S.U., 55, 49 c.c., 3 speed Supermoped, sprg...        | £44 10     |
| James, 57, 94 c.c. Villiers 2 speed Comet, sprg...      | £44 10     |
| 415 DEPOSIT—24 PAYMENTS £20/-                           |            |
| James, 54, 171 c.c. Villiers Captain de luxe, arm...    | £54 10     |
| N.S.U., 54, 300 c.c. O.H.V. Model C11 de luxe, sprg...  | £54 10     |
| Vespa, 54, 300 c.c. O.H.V. de luxe Twin, sprg...        | £54 10     |
| Matchless, 49, 200 c.c. O.H.V. 50 Sports Twin, sprg...  | £54 10     |
| A.J.S., 55, 250 c.c. O.H.V. Model 18, tel...            | £54 10     |
| N.S.U., 52, 300 c.c. O.H.V. Model B.33 de luxe, sprg... | £54 10     |
| Actel, 52, 300 c.c. O.H.V. Red Hunter, sprg...          | £54 10     |
| N.S.U., 51, 300 c.c. O.H.V. B.31 de luxe a/c, d/seat... | £54 10     |
| S. Radford, 52, 300 c.c. O.H.V. Mod. G.40, tel...       | £54 10     |
| N.S.U., 54, 150 c.c. O.H.V. D.3 Bantam Major, arm...    | £54 10     |

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**PRIDE & CLARKE**

158 STOCKWELL ROAD, LONDON, SW9

Phone: BR1 6251. GRAM PRICELARK LONDON

#### A.J.S. SPARE PARTS

GODFREYS, Ltd.—A.J.S. and Burman spare stock, 240-254, London Rd., Croydon, Gro. 3641-3, 208-210, Ch. Portland Rd., W.1. Eue. 4432-3, 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5, 220, Barking Rd., E. Ham. Gro. 6088; 94-96, High Rd., Tottenham. S.A. 5056. (01052/R)

#### AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 5153-5. (0098/R)

GODFREYS, Ltd., Ambassador dealers all depots.—see display advert. (C1053/R)

GIFTS OF SOUTH HARBOR for new Ambassadors: terms, exchanges.—365, Northolt Rd. Hyton 3484. (C1053/R)

MEETEN'S, Shannon Corner, New Malden, for immediate delivery Ambassador Super S 1959 twins. (C1203)

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4967. (C1165/R)

CLAUDE RYE for your 1959 Ambassador, including the super "S", immediate h.p. ride away in 10 mins.—883-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for list.—Portsmouth Rd., Thames Ditton. Emb. 5531 (16 lines). (C1008)

#### ARIEL

A WHITEHOF OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery, h.p., exchanges.—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

ROWLAND SMITH'S for Ariel.

NEW models in stock.

FREE tax and insurance with second-hand motor cycle.

145.—Ariel twin, September 1956, 490cc ohv, Fieldmaster, swinging arm, windshield, leg-shields, exceptional condition.

95.—Ariel 1952 600cc springer combination, carefully used, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

1951 Ariel 500cc Red Hunter, immaculate condition, guaranteed; £59/10. BANKS, 62-64, Grand Parade, N.A. Sta. 0367. (C1166)

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. (0392/R)

HARRY NASH.—Brand new 1958 models reduced 10% off total price, full maker's guarantee, 1957 350 RH, extras, one, careful owner, £139; 1958 Huntmaster, extras, 1958 condition, £165. One-fifth deposit, 30 months, exchanges, high class. 591, King St., Hammersmith, W.6. Riv. 2037-8. (C1090)

ARIEL 350, reg. Dec. '56, Roderk pannier, immac. cond.; £140; h.p. arranged.—Southall 4673. (0759)

NICK LANCASTER for all Ariels, including Square Four stocks.—53, Whitegate Drive, Blackpool 2470. (01448)

HAYEN, Ltd., main agents, part exchanges, terms, service and repairs.—162, High St. (Hford 356). (01448)

T. W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Romeo Corner, Hornchurch, Tel. 6785. (0418)

COMERFORDS for Ariel and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (C1008)

1959 Ariel Leader 350, under 400 miles, as new; £195; terms, exchanges.—Edwards Motors, Ltd., Taunton 2643. (C1078)

#### SALES & WANTS

Turn to page 102 for Advertisement form







**PRIDE & CLARKE**

**1500**

**SUPER BARGAINS**

**1/5th DEPOSIT 24 MONTHS TO PAY**  
**OR 1/3 DEPOSIT—36 MONTHS TO PAY**

Continued from previous column

| Cash Price | Deposit   | 24 Payments  |
|------------|---|--------------|
| £179 10    | Triumph, 54, 600 c.c. Tiger 110 with Bunter 2-Str. m. seat.               | £36 08 18 11 |
| £179 10    | B.S.A., 54, 600 c.c. Gold Flash with Swallow Tank m. seat.                | £36 08 18 11 |
| £179 10    | Paulsen, 55, 600 c.c. O.H.V. 1500 cc. 2 adult Wain. Waverley.             | £36 08 18 11 |
| £150 10    | B.S.A., 55, 600 c.c. Golden Flash 1500 cc. and Garrod 8.50 on M8. 11      | £36 08 8 4   |
| £150 10    | A.J.S., 54, 600 c.c. Mod. 50 Twin with Watkinson Alloy m. seat            | £36 08 8 4   |
| £140 10    | B.S.A., 55, 600 c.c. Gold Flash with Watkinson Maudsley 2-Str. m. seat    | £36 08 8 4   |
| £130 10    | R. Bodd, 54, 740 c.c. Motor with 2-Str. streamline on spec. chassis       | £36 08 8 4   |
| £100 10    | B.S.A., 54, 600 c.c. R.V. M21 1500 cc. with Canterbury D/A saloon         | £26 25 0 2   |
| £100 10    | B.S.A., 54, 600 c.c. R.V. M21 1500 cc. with Watkinson 2-Str. m. seat      | £26 25 0 2   |
| £100 10    | B.S.A., 51, 500 c.c. O.H.V. A7 Twin with 27 Penlon 2-Str. m. seat         | £26 25 0 2   |
| £100 10    | Lambretta, 56, 100 c.c. LD 4-Lane with 17 Watkinson Bambi seat            | £26 25 0 2   |
| £119 10    | Arm, 55, 600 c.c. R.V. V8, spec. with Surrey D/A saloon                   | £24 24 12 6  |
| £119 10    | B.S.A., 55, 600 c.c. Gold Flash with Watkinson Arm m. seat                | £24 24 12 6  |
| £100 10    | Ariel, 62, 600 c.c. R.V. 1500 cc. with Raven 2-Str. m. seat               | £24 24 12 6  |
| £100 10    | B.S.A., 600 c.c. R.V. M21 with Swallow Comet 2-Str. m. seat               | £24 24 12 6  |
| £100 10    | B.S.A., 62, 600 c.c. Gold Flash with 2-Str. m. seat                       | £24 24 12 6  |
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**P**RIDE & CLARKE—New and second-hand spares, quotations any 24 hr. by return post, c.o.d., cash payments.—Stockwell Rd. S.W.9. Tel. 6251. (S1098/R)

**E**LITE MOTORS (TOOTING), Ltd. 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of B.S.A. spares; call or sent c.o.d. (S1169/R)

**W**EST END MOTORS, Ltd. 171, High St. S.E.15. New X 5118-9; and 179, Upper Tooting Rd., S.W.17. Bal. 4231. for B.S.A., Amal, Wico-Pacy spares. (0125/R)

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**Y**OUNG'S.—Dayton Albatross specialists; immediate delivery.—40/32, Tooting Bec Rd., London, S.W.17, Balham 7791. [C1154/N]

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**G**ODFREYS, Ltd., for Diana, all depots.—See display advert. [C1128/R]  
**C**LAUDE RYE.—Immediate delivery new Diana: choice of colours, terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]  
**S**LOCOMBES OF NEASEN!!! for your new Diana: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines [C1115]

## D.K.R.

**C**OMERFORDS.—Immediate delivery D.K.R. Dore.—Portsmouth Rd., Thames Ditton, Surrey. [C1006]  
**S**LOCOMBES OF NEASEN!!! for your new D.K.R.: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines [C1115]  
**C**LAUDE RYE.—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colour; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]  
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**C**OMERFORDS for D.M.W. and 1,000 other machines: lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]  
**M**EETEN'S, Shannon Corner, New Malden (Phone 3110), are exhibiting all the latest 1959 range of the famous D.M.W. Villiers-engined motor cycles and scooters, from the little little Bambie, £110/6 complete to the luxurious Dolomite de luxe 250 twin in a choice of colours; 11/2s, tuition free. [C1203]

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**79**ans.—Douglas 1950 340cc 90 Plus, carefully used; terms, exchanges, Rowland Smith.—Below.  
**75**ans.—Douglas Sept. 1953 340cc ohv springer, very good condition; terms, exchanges, list, open 8-7 weekdays and Saturdays.—Rowland Smith, Hamptonstead (Tube), N.W.3. Ham. 6041. [C1114]  
**1956** Dragonfly, recent overhaul; £95.—Firth, 18, North Western Ave., Watford. Garston 3120. [8768]

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## DOUGLAS VESPA

**£148**—1956 Clabman 150cc, under 100 miles.  
**E**S MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. [C1031]  
**G**ODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]  
**W**HITBYS—Vespa specialists, new and second-hand.—273, Acton Vale, London, W.3. She. 5555. [C1128/R]

**S**LOCOMBES OF NEASEN!!! for your new Vespa: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]  
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**R**OWLAND SMITH'S, the Douglas Vespa buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]  
**G**EOFF CLARKE 287, most for Douglas, S.W.6. 279, Brixton Hill, S.W.3. Tube Hill 3211. [W1019]  
**D**OUGLAS VESPA SPARE PARTS  
**G**ODFREYS, Ltd., Croydon 508, Ot. Portland St., W.1. Forest Gate. See display advert. [S1052/R]

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| 1307 TRIUMPH T115 450 Tw., alloy head, air sm., d. seat, superb Blue-Ivory finish, well maintained   | £195 |
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| 1307 PARTNER 65, 350 O.H.V., air sm., d. seat, panna, 1 owner since new. V. smart Maroon Chrome  | £95  |
| 1307 TRIUMPH T160, 500 Alloy Twin, air sm., Avon Faring, panna, carrier, excellent condition   | £195 |
| 1307 MATCHLESS G300, 500 O.H.V., air sm., d. seat, Avon Faring, 4,000 miles. 1 owner. As new   | £195 |
| 1307 (See) VELUCITY Light Water-Cooled Twin, air sm., d. seat, metal panna, screen, carrier, 2,000 miles only. Superb Reg. Grey finish. As new | £195 |
| 1307 ROYAL ENFIELD Bullet, 500 O.H.V., air sm., d. seat, full width hubs, panna, immaculate thgt.  | £195 |
| 1307 FRANCIS BARNETT Cruiser 90, 250 c.c., air sm., d. seat, full width hubs, as new   | £195 |
| 1307 B.S.A. C13, 350 O.H.V., air sm., d. seat, full width hubs, 4,000 miles. 1 owner. Perfect  | £195 |
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- 54 B.S.A. Flash 650, s/arm, beige and chrome, unmarked. £149 0
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- 57 PANTHER 250 O.H.V., s/arm, d/st., maroon and chrome, crash bars. £86 0
- 50 B.S.A. 900 Gold Star, s/arm, alloy motor, rev. ctr., speedo., alloy rims, d/seat, new headlip, drop bars, excap. £89 10
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- 56 F. BARNETT 197, black, chrome, s/arm, d/seat, full-width hubs. £89 10
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GODFREY'S Ltd., appointed dealers all depots, including Leytonstone.—See display advert (C1060 N)

WHITBY for bargains in used Lambrettas—873 Acton Vale, London, W.3. Shep. Bush 5505. (C1128 N)

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—150, Stockwell Rd., S.W.9. Brixton 6251. (C1098 N)

SLOCUMBER FOR NEARDEN!!! for your new Lambretta, terms and exchanges.—239-271, Nearden Lane, N.W.10. Gladstone 3355 (8 lines). (C1115)

RENNO'S for 1959 new LD 125 and 150cc Lambrettas, international, also all other models; sales, service, satisfaction and self-financed terms, 1/5th deposit.

RENNO'S.—1954 Lambretta, repayed, screen, carrier, 7200s; 1955 150 LD, bargain 650s; 1956, many extras, 1100s.—232, Upper St., Islington, N.1. Can. 2021. (C1104)

NEW Lambrettas, £35/10 down, 24 monthly instalments £6/12, reduced hire purchase and insurance rate.—B. A. Saunders, Highfield, London, N.W.11. (0055)

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southsea, N.14, Palmers Green 1035. (C1052 N)

J. J. DOUBLE (MOTOR SALES), Ltd., 1956 Lambretta agency; terms, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barking, Ilford. Tel. Val. 0191. (C1118 N)

WITHEAM & DAVIS, Ltd., for immediate delivery of all Lambretta models, one-fifth deposit; terms and exchanges.—15-17, Station Rd., Swanley, Kent. Tel. 2020. (C1006)

£95 o.n.o.—1955 Lambretta 150 LD, only 8,000 miles, excellent condition, garage housed, Motomec cover, spare wheel and usual extras.—Evershed, 66, Brent Way, N.3. (0763)

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributor, exchanges, hire purchase, state your own deposit.—225-7, Westminster Bridge Rd., S.W.1. Wat. 3105-157, Old Brompton Rd., S.W.5. Fre. 1844, 162, Finchley Rd., N.W.3. Rei. 5767. (0211 N)

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Final clearance  
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 1958 Machines  
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| B.S.A. Golden Flash, 650 Twin  | 241 0     |
| B.S.A. A7 Shooting Star        | 244 0     |
| PANTHER Model 100, Standard    | 206 0     |
| AMBASSADOR 175 Statesman       | 126 10    |
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| ENFIELD Clipper 350 c.c.       | 183 10    |
| ENFIELD Meteor Minor Airflow   | 252 10    |
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 Terms 1/5th deposit  
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**COMERFORDS**

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From 1/10th Deposit and Repayments 3 years, or, if you wish, a lower deposit and shorter repayment period, or higher deposit and longer repayment period—just make your own suggestions and leave the rest to us!

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[illegible]

COMBINATIONS AT 224.9 MHz BY ASTOR

## COMBINATIONS AT 375-0, HIGH ST., ACTON

[illegible]

Continued in next Column

**COMERFORDS** for Lambrettas, new and second-hand exchanges; terms: we offer first-class service facilities and are appointed Lambretta service agents—Portsmouth Rd., Thameston Ditton, Emberbrook 5531

**ELITE MOTORS** for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station. - 951, Garratt Lane, Tooting Broadway, S.W.17. BAHAN 1200. [C1169/8]

**SPECIAL offer:** 1967 Lambretta PD 150cc commercial lightweight delivery 3-wheeler, very low mileage with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £280, our clearance price £189.

**B**EST selection, best exchanges, best terms, best buy  
your new or used Lambretta from the best in  
the business.  
**N**AYLOR & ROOT, Ltd., Motor Cycle House, 25  
East Hill, S.W.18. Battersea 2252 (C1000/P)

**R** ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/

**GEORGE CLARKE** pay most for Lambretta.—278 Brixton Hill, S.W.2. Tulsa Hill 3211. [W101]

**PUTNEY AUTOS** purchase good used Lambrettas, exchanges, etc.—263, Putney Bridge Rd., S.W.15  
 (Ref. 3102) (1963) S.W.15

**CLAUDE RYE** urgently require all models, get our price first: H.p accounts settled, we pay carriage -895-921, Fulham Rd., S.W.6 Ren. 6174 (W1105/1)

**S**PEEDWAY OF ACTON, largest Lambretta stockist in Great Britain; all spares and accessories; same day e.o.d.—314, Eltham Road, W 3, Acton SOX1-2

**PALMERS** for Lambretta spares and service.—81 Stanley Rd., Teddington. Molesey 1646. [8100]

**MARBLE ARCH MOTOR SUPPLIES, Ltd.,** Camber

**MOORES OF TOTTENHAM** for genuine Lambretta  
spares and accessories.—649-653, High Rd., Tot-  
tenham, N.17. Tel. Tottenham 2440. [0161/1

**G**ODFREYS, Ltd., for special Lambretta service  
spares, factory trained mechanics, all special tools  
7 depots in the London area.—See display advertisement  
[81052/1]

**ASTON AUTO MOTORS OF BIRMINGHAM.**—Complete range Lambretta spares and accessories, trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 5301-2. [0498/1]

**ELEANOR MOTORS**, 265, Mare St., Hackney, E.8.  
for sales, spares, service, repairs.—Amberst 5134  
3925. (031)  
**ELEANOR MOTORS (STADIUM)**.—East London

Fully equipped service station, sales, spares, repairs.—98-106, Lea Bridge Rd., Clapton, E.5. Amherst 6606. (052)

**MAICO**

**MAICO (GREAT BRITAIN), Ltd.**, 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4518-9. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247

**G**ODFREYS, Ltd.—Appointed dealers all depots including Leytonstone, E.11. See display advertisement. [C1052]

**E**ARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—5 Whitegate Drive, Blackpool. Tel. 24720. [014  
**1958** 250cc, registered 1st July, '58, mileage 19

**SLOCOMBES OF NEASDEN!!!** for your new Maico  
terms and exchanges.—239-271, Neasden Lane  
N.W.10, Gladstone 3355 (8 lines). [C11]

**EAST HILL MOTORS, Ltd.**, for your new Maico Jetta or Maico Mobil; immediate delivery from stock; demonstration models available.  
**TERMS** and exchanges; genuine after-sales service.

**CLAUDE RYE**—Immediate delivery new Malco  
Choice of colours; terms.—895-941. Fulham Rd  
London, S.W.6. Renown 6174. [Cl105/

**MATCHLESS MOTOR CYCLES.** Plumstead Rd.  
S.E.18. Tel. Woolwich 1223. [0106/  
**R**OWLAND SMITH'S for Matchless.

**A**LL models supplied; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C11]

**A**RCHERS OF ALDERSHOT for Matchless etc

**WHITTAKERS OF BLACKPOOL** for your ne  
Matchless, immediate delivery from stock.—1  
Cookson St., Blackpool. Tel. 24828. [C11]

**S**LOCUMBE OF NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane N.W.10. Gladstone 3355—8 lines. [C11]

**M**EETEN'S for Matchless and A.J.S., Sharnbrook, Corner, New Malden, latest 1955 models, available.

|  |          |
|--|----------|
| B.S.A., '83, 656 A108, Garned C/A Ladbrooke saloon...  | \$129 10 |
| PANTHER, '83, 609 o.h.v., Albion al., spr. chassis.... | \$126 10 |
| VINCENT, '50, Black Shadow, '83 Canterbury C/A sal...  | \$130 10 |
| B.S.A., '55, 500 av., telex, 144bds, B.S.A. ch., '59   |          |
| Streamline C/A saloon                                  | \$130 10 |
| PANTHER, '56, 608 o.h.v., telex, 8r. Comet C/A saloon  | \$140 10 |

6140 10  
6100 10

|  |          |
|--|----------|
| VINCEN <sup>2</sup> , '36, 1100 c.h., 6T, tel., spr., Wst. Wagon, Monarch tour.  | \$100 10 |
| TRIUMPH <sup>2</sup> , '53, 650 c.h.T, 6T, tel., spr., hub, d.scat, tank carriers, '57 Raved D/A saloon, on VQ21 chassis     | \$100 10 |
| MATCHLESS <sup>2</sup> , '33, 500 c.c. G.Twin, tel., S.A., 14bbls., mirror, d.scat, Resalver Tudor saloon, Velvet, and brake | \$100 10 |
| WORTON <sup>2</sup> , '55, 999 c.v., Wst. Warwick D/A saloon.  | \$100 10 |
| ARLEN <sup>2</sup> , '54, 1,000 c.c. 4u. & tel., spgr., d.scat, 55 Wsta. Warwick D/A saloon. VQ21 brake and wheel chassis.   | \$100 10 |
| FATHER <sup>2</sup> , '56, 600 c.h.v., S/A, Busermar Lancaster D/A, m.   | \$100 10 |

|  |       |    |
|--|-------|----|
| BOND, '32, 197 2-seater, coupe red.....              | \$200 | 10 |
| HILLMAN, '46, 10 h.p. saloon, black.....             | \$130 | 10 |
| A.C. Petrie, '54, 350 2-str. sal. de luxe, blue..... | \$100 | 10 |
| IBETTA, '56, 350 o.h.v. 2-seater saloon, blue.....   | \$230 | 10 |
| MEGASCHMUTT, '57, 200 KR200 de luxe, blue.....       | \$240 | 10 |

|  |       |    |
|--|-------|----|
| BOND, '58, 197 2-seater hard-top de luxe, red..... | \$250 | 10 |
| MAZDA, '57, 399 c.h.v., 2-seater saloon, blue..... | \$200 | 10 |
| RELIANT Regal, '55, 750 2-4 seater coupe, red..... | \$200 | 10 |
| FORD, '55, Popular saloon, black, one owner.....   | \$200 | 10 |

|  |         |
|--|---------|
| KREIDLER, '57, 49 c.c. Moped, blue, single speed....       | \$29 10 |
| N.S.V., '58, 49 c.c. Quickly Standard, 2-spd.....          | \$29 10 |
| MOBYLETTE, '57, 49 c.c. de luxe Moped, fully automatic     | \$39 10 |
| BINETTA, '58, 49 c.c. 2-speed Moped, beige, bargain..      | \$39 10 |
| MERCURY, '56/57, 49 c.c. Hermes Scooter, pillion, hand/str | \$35 10 |

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|----------------|--|---------|
| NORMAN, '54    | 49 c.c. Nippy Moped.....               | \$19 10 |
| NORMAN, '55    | 32 c.c. Cyclemate Moped, V.O. cond.... | \$22 10 |
| LAMBRETTA, '57 | 49 c.c. Moped.....                     | \$25 10 |
| MOSYLETTE, '58 | 49 c.c. de luxe Moped as new.....      | \$45 10 |
| WARD, '57      | 98 c.c. Scooter.....                   | \$42 10 |

|   |          |
|---|----------|
| BERINI, '67, 48 cc. Moped, black, carrier, lighting, 2.595 m. | \$49 10  |
| LAMBRETTA, '66 120 T.B. black pillion luggage grid...         | \$44 10  |
| VESPA, '66 125 Scooter extra...                               | \$60 10  |
| DKW, '66 74 cc. Hobby Scooter...                              | \$60 10  |
| DKW, '66 125 LDR black pillion luggage grid...                | \$79 10  |
| D.E.W., '67 74 cc. Hobby de luxe, Scooter, extra...           | \$79 10  |
| pillion, carrier  |          |
| N.E.O. Prima '67 150 cc. T.B. Scooter s/winter pillion...     | \$119 10 |
| spare chrome grid   | \$119 10 |
| TEBER, '66 125 LDR black pillion luggage grid...              | \$119 10 |
| VESPA, '66 150 cc. Chubasco scooter s/winter...               | \$119 10 |
| LAMBRETTA, '66 150 LDR Mk. III. Scooter, Superb...            | \$140 10 |

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|--|---------|
| ENFIELD, '80, 125 c.c.                         | \$19 10 |
| R.S.A., '54, Winged Wheel on gent's cycle      | \$12 10 |
| R.S.A., '49, 125 D1 Bantam, toles              | \$19 10 |
| EXCELTOR, '54 98 c.c. speedo, carrier g. cond. | \$19 10 |

|            |         |   |     |     |
|------------|---------|---|-----|-----|
| AMERICAN   | 43, 430 | 2 | 100 | 100 |
| AMERICAN   | 50, 197 | 2 | 100 | 100 |
| S.A.       | 53, 125 | 2 | 100 | 100 |
| BUR.       | 55, 197 | 2 | 100 | 100 |
| JAMES      | 53, 197 | 2 | 100 | 100 |
| JAMES      | 53, 197 | 2 | 100 | 100 |
| JAMES      | 53, 150 | 2 | 100 | 100 |
| F. BARRETT | 53, 150 | 2 | 100 | 100 |
| JAMES      | 53, 150 | 2 | 100 | 100 |
| EXCELSIOR  | 53, 150 | 2 | 100 | 100 |
| JAMES      | 53, 220 | 2 | 100 | 100 |
| JAMES      | 53, 197 | 2 | 100 | 100 |
| F. BARRETT | 53, 220 | 2 | 100 | 100 |
| ARMSTRONG  | 53, 220 | 2 | 100 | 100 |
| ZUNDAPP    | 57, 200 | 2 | 100 | 100 |
| JAMES      | 57, 200 | 2 | 100 | 100 |

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|---|---------|
| JAMES, '49, 98 c.c. T.S. Cadet, repainted maroon, Cash only | \$10 10 |
| NOLMAN, '31, 98 c.c. T.S. motorcycle, Cash only....         | \$10 10 |
| ENFIELD, '46, 126 c.c. T.M., "RE." Cash only.....           | \$14 10 |
| JAMES, '49, 98 c.c. Comet, telex, Cash only.....            | \$13 10 |
| B. ENFIELD, '47, 126 c.c. T.M., RE. Excellent trim....      | \$10 10 |

**Continued in next Column ➡**

**Continued in next Column ➡**

# GEO CLARKE

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| B.S.A., '64, 250 c.h.v., C110 appr., 4 speeds, dual seat, good tyres, 23,540 miles | £750 |
| A.J.A., '60, 350 c.h.v., 16W, telesc., dnt., mirror, V. clean                      | £750 |
| B.S.A., '66, 250 s.v., Mod. C109, telesc., appr., dnt.                             | £750 |
| B.S.A., '68, 250 c.h.v., 16W, telesc., dnt., mirror, V. clean                      | £750 |

|   |          |
|---|----------|
| B.S.A., '68, 300 c.h.v., steel, disc, spgy., powder driven                        | \$79 1/2 |
| B.S.A., '52, 350 c.h.v., BS1B.....  | \$79 1/2 |
| MATCHLESS, '50, 350 c.h.v., G600.....   | \$79 1/2 |
| SUNBEAM, '68, 300 c.h.v. ST, disc, spgy., dual sec.<br>carrier, 31,375 miles..... | \$79 1/2 |

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|---|-----|
| 275 H.S. 21, 500 c.h.v. Twin, Mod. 50, telus, S/A, d.d.   | 870 |
| B.S.A. '78, 500 c.h.v. Flash, inter.  | 880 |
| WIPFIELD, '86, 250 c.h.v. Copper, inter. sterno dist.   | 880 |
| MATCHLESS '75, 350 c.h.v. Ford GAZ, telus, frame, d.  | 880 |
| TRIUMPH, '76, 500 c.h.v. Tiger Cub, telus, sppr, d.v.   | 880 |
| B.S.A. '81, 600 c.h.v. BSA, telus, sppr, tank cover, dual seat, excellent tyres and appearance. | 880 |
| B.S.A. '80, 500 c.h.v. M4C, telus, sppr, tank cover, dual seat, excellent tyres, 25,351 miles.  | 880 |
| MATCHLESS '81, 500 c.h.v. 650 Twin, telus, sterno, d dual                                       | 880 |
| TRIUMPH '81, 500 c.h.v. ST, sash.   | 880 |
| B.S.A. '80, 500 c.h.v. M4C, telus, sppr, tank cover, dual seat, excellent tyres, 25,351 miles.  | 880 |
| A.J.S. '80, 500 c.h.v. Mod. 600, sash.  | 880 |
| A.J.S. '80, 500 c.h.v. Mod. 100, sash.  | 880 |
| MATCHLESS '81, 500 c.h.v. Mod. 100, sash.   | 880 |
| MATCHLESS '80, 500 c.h.v. 650 Twin, S.A., dual seat, excellent                                  | 880 |
| TRIUMPH '85, 300 c.h.v. T100, sash.   | 880 |
| B.S.A. '80, 250 c.h.v. B31, sppr.   | 880 |
| M.V. AGUSTA, '86, 120 c.h.v. Torino Rapide.   | 880 |
| B.S.A. '80, 500 c.h.v. M4C, telus, sppr, tank cover, dual seat, excellent tyres, 25,351 miles.  | 880 |
| A.J.S. '80, 500 c.h.v. S/A. A75 Twin, telus, dual seat, metal panniers                          | 880 |
| MATCHLESS '80, 500 c.h.v. 650   | 880 |
| B.S.A. '80, 500 c.h.v. M4C, telus, sppr, tank cover, dual seat, excellent tyres, 25,351 miles.  | 880 |
| A.J.S. '80, 500 c.h.v. Twin A7, sash, triple, dual, 1 owner                                     | 880 |
| ARIEL, '81, 500 c.h.v. V20, telus, sppr, d.v.   | 880 |
| TRIUMPH '87, 500 c.h.v. ST, telus, S.A., dual seat, crash                                       | 880 |
| B.S.A. '80, 500 c.h.v. M4C, telus, sppr, tank cover, dual seat, excellent tyres, 25,351 miles.  | 880 |
| B.S.A. '80, 500 c.h.v. Flash, telus, sppr, d.v.   | 880 |
| MATCHLESS '87, 500 c.h.v. Twin 611, Avon fr. 1 owner  | 880 |
| B.S.A. '87, 500 c.h.v. Twin Mustang R, Avon fr. 1 owner   | 880 |
| ARIEL '80, 500 c.h.v. Flash, telus, sppr, d.v.  | 880 |
| 2,500 m.  | 880 |

£1 deposit will reserve any of the above for 7 days. 90-day delivery guaranteed with most machines. References welcome—our, we are not in a hurry to sell. Please contact us. 12m, order form etc. post free. Write Today!

**275 H.S. 21, 500 c.h.v. Twin, Mod. 50, telus, S/A, d.d.** Phone: 0661 275 H.S. 21, 500 c.h.v. Twin, Mod. 50, telus, S/A, d.d.

**275 H.S. 21, 500 c.h.v. Twin, Mod. 50, telus, S/A, d.d.** Phone: 0661 275 H.S. 21, 500 c.h.v. Twin, Mod. 50, telus, S/A, d.d.

**276 BRIXTON HILL, S.W.2** Phone: TULSA  
NH 2811  
**275 HIGH ST., ACTON, W.3** Phone: AOK  
6542  
HARLS COURT TO ACTON TOWN IS MINS. (Proximity Line)



## NORTON

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.  
 1956 Dominator 99 cc. twin, fairing, and other extras excellent. £169.  
 1949 Norton 16H, fitted Watsonian sports sidescar, 650—Brixton 6555; 15 deposit; terms and exchanges. [C1122]

BON KEELE, Ltd., 1959 models already in stock at 125-131, Ealing Rd., Wembley 2150. [0196]

ARCHER OF ALLANHOUGH for Norton, etc., spare parts and service—Victoria Rd. Tel. 323. [0946/H]

OSGOOD & COATES, Ltd., Norton main dealers, 701-5, Old Kent Rd., S.E.15, New Cross 0513. [C1094]

SLOCUMBER OF NEANDEN!!! for your new Norton, terms and exchanges.—239-271, Neaden Lane, N.W.10, Gladstone 3555 (8 lines). [C1118]

ERIC KENNARD & Co. can supply your new Norton and all spare requirements.—19, Station Rd., N.3 Finchley 3593. [0591/H]

COMERFORDS for Norton and 1,000 other machines, lowest possible h.p. rates.—Portsmouth Rd., Thomas Dutton, Reberton 5551. [C1005]

JOHN BURTREE for your Norton, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent, Spring Park 3700. [C1145]

WHITBYS OF ACTON.—New models in stock, exchanges; h.p. spares—265-273, Acton Vale, London, W.3. She 5355 (Harrowood); She 6795 (Spares). [C1128/R]

## NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hamstead High St., London, N.7. Ham 6041. [W1114/R]

PANKHURST OF HAMMERSMITH.

URGENTLY required good used Norton, send particulars and price, buyer will call, best prices paid.—514/516, King street, Hammersmith, Riv. 1401. [W1125]

GEORGE CLARKE pay most for Norton.—271, Brixton Hill, S.W.2. Tel. 3211. [W1079]

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons.—Oul 2767. [0069/R]

PRIDE & CLARKE.—Biggest demand, highest prices.—150, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R]

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—893-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

## NORTON SPARE PARTS

C.O.D. return post.

NORTON gear box spares.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0150/R]

TAYLOR MATTERSON

NORTON spare parts specialists: largest selection of new genuine Norton spares in the south of England, all available parts in stock, prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 2513. [0151/R]

HOR STREET GARAGE, Ltd.—Genuine spares; c.o.d. trade.—414, Hor St., W.17. [0276]

ELANOR MOTORS, Norton spare specialists, comprehensive stock, c.o.d. by return, trade supplied.—285, Mare St., Hackney, E.8. Ambrose 5154. [0211]

CLAUDE RYE, Ltd. Norton specialists—Comprehensive range, immediate c.o.d.—893-921, Fulham Rd., London, S.W.6. Renown 6174. [01105/R]

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For 5895. [0103/R]

GODFREYS, Ltd., Norton spare stockists, c.o.d.—220-224, London Rd., Croydon, Cro. 9611; apt 220, Barking Rd., E.6. Ore 8096. [0103/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models; list free.—893-921, Fulham Rd., S.W.6. Renown 6174. [01105/R]

KEYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.3. Bal 2597. [01075/R]

GUS KUNN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0152/R]

## N.S.U.

HUMPHREYS, N.S.U. distributors for North London, immediate delivery, Super Max Prima Scooter and Quickly; full range of Quickly and Prima spares, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326 Sales, and Euston 6536 Spares, Close Thursday 1 p.m. [C1056/R]

1957 N.S.U. Prima, one owner, 9,000 miles, excellent condition, mech. perfect; £155.—Tel. after 6, Parnborough (Kent) 55789. [0704]

SLOCUMBER OF NEANDEN!!! for your new N.S.U. Prima, etc., terms and exchanges.—239-271, Neaden Lane, N.W.10, Gladstone 3555 (8 lines). [C1115]

WHITBYS—Grand duplex N.S.U. Prima and Quickly.—275, Acton Vale, London, W.3. She 5355. [C1128/R]

CLAUDE RYE—Immediate delivery including new 5-Star Prima, choice of colours; terms.—893-921, Fulham Rd., S.W.6. Renown 6174. [C1056/R]

1200ccs.—N.S.U. Prima, May 1957, 147cc Scooter, electric starter, pillion, windshield, spare wheel, carrier and other extras, exceptional cost over £200, free tax and insurance; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.8. Ham. 6041. [C1114]

# GEORGE CLARKE

## URGENTLY WANT 3000 MOTOR CYCLES COMBINATIONS SCOOTERS 3-WHEELERS

Wherever you live it will pay to sell your motor cycle to George Clarke who pay most. Just read what our postal customers say:

101, Cardiff Road, North End, Portsmouth, Hants.

Dear Sir,  
 I am very much obliged and grateful for the cheque which I received. Both my wife and I wish to thank you for the splendid way which you dealt with the matter. I wish to say that you are the best firm I have dealt with up to yet. Anyone wishing to be recommended to a firm will be told by me to go to Geo. Clarke Motors. Thanking you all once again for your kindness.  
 I remain,  
 respectfully,  
 (Signed) R.C.C.

P.S. If you wish to use my letter for advertisement print you are quite at liberty to do so.

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|----------------|---------|
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| Model          | C.C.    |
| Sidescar       | Chassis |
| Model          | Year    |
| Condition      |         |
| Price required |         |
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SLOCUMBER OF NEANDEN!!! for your new Panther, terms and exchanges.—239-271, Neaden Lane, N.W.10, Gladstone 3555 (8 lines). [C1118]

WHITTAKER OF BLACKPOOL for your new Panther; immediate delivery from stock; also all types of sidescars.—19, Cookson St., Blackpool, Tel. 2428. [C1139]

MARTIN'S, Shannon Corner, New Malden, for immediate delivery, newly introduced 1959 550 and 325cc Panther Villiers super-tuned twins; Villiers specialist spares service. Tel. Malden 3110. [C1203]

95cc.—Panther 1951 600cc ohv combination, Watsonian c.v.d. saloon, very good condition; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114]

RAPID MOTORS.—Every Panther available from R. stock, including model 55 250 twin; largest distributors in the country.—269, Haydon Rd., Wimbledon, S.W.19. Che 3403.5 and 70-74, Gladstone Rd., Whiteley, Surrey. Torridge 0995. [C1162/R]

## PANTHER WANTED

GEORGE CLARKE pay most for Panther.—275, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

PRIDE & CLARKE.—Biggest demand, highest prices.—150, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1088/R]

## PANTHER SPARE PARTS

PANTHER spares, c.o.d. by return; nearest agent to Panther works.—Newton Motors, 397, Marchmont Rd., Bradford 29719. [0266]

GEORGE CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 3211 & 275/9, High St., Acton, W.3. Acton 6543. [W1114/R]

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loompit Hill, Lewisham, S.E.13. Tidway 4261. [01065/R]

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchanges units in stock.—Rapid, 259-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3403-5. [01162/R]

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72ccs.—Phoenix Scooter, 1957 150cc Villiers, dual seat, one owner; year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

## PIATTI

PIATTI.—Lotham Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. [0049/H]

## PUGH

FOR Pugh scooters and motor cycles.—Write for the name and address of your nearest dealer to:—SOLE Concessionaries for the British Isles.—Ryder's Autoservice, 215-217, Knowsley Rd., Booth, Liverpool, 20. [0521/R]

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1955 Gold Star B34, Clubman trim, alloy rims, very fast, rev. counter, speedo; £210.

1955 Gold Star B32, Clubman trim, rev. counter, speedo, clean throughout; £195.

1/5 deposit on above machines, part exchanges welcome.

D. A. HEWITT MOTORS, 53, York St., Twickenham Tel. Pogmore 1390 and 7087. [0775]

K.T. Velocette, engine overhauled, new tyres, chains, £180 o.n.o.—D. Murdoch, Achtermead, Strathpeffer, Ross-shire. [0747]

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ERIC OLIVER offers 1954 500cc Mann Norton, £250; also 1955 500cc Mann Norton, £296; part exchange and hire purchase welcomed.—Eric Oliver (Motor Cycles), Ltd., 99, London Rd., Staines, Tel. 5735. [C1022]

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RACING MOTOR CYCLES SPARE PARTS

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H. L. DANIELL, the Norton expert, for Mann Norton 1200cc service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For 5895. [0204/R]

O'NEILL BROS., Ltd.—Aral racing carburettor service, jets, needles, slides and spares for RN, OP, and TT carbs; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8628. [01179]



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| 1506 VELOCYTE Valiant 500 c.c. Twin, dual, winders, crash bar, only 3,000 miles. Perfect black and chrome.             | £170 |
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(C1081)

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**YOUNG'S**—Royal Enfield enthusiasts: immediate delivery latest models: terms: exchanges.—40/52, Tooting Bec Rd., London, S.W.17. Tel. 7791. (C1134/R)

115 c.c.—Enfield twin 1955 model 700cc Meteor, extra, very good condition: terms: exchanges.—Rowland Smith, below.

59 c.c.—Enfield 1950 500cc ohv combination, 2-seater alarm sidcar: terms: exchanges.—Rowland Smith, below.

49 c.c.—Enfield 1950 350cc ohv Bullet, swinging arm, free tax and insurance: terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.  
(C1114)

**WHITTAKER'S OF BLACKPOOL** for new Royal Enfield: immediate delivery.—19, Cookson Rd., Blackpool. Tel. 24828.  
(C1139)

!!! Grays, Tottenham.—59 c.c., 1953 Enfield Bullet, 4-stroke, alarm, sound motor, dual seat, maroon, chrome finish, wonderful value: reserve: terms: exchanges.—519-51, High Rd., Tottenham, N.17. Tel. 6804.  
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**KAYS OF KALING, Ltd.** Royal Enfield spare parts stockists: quotations or c.o.d. by return.—3-10, Bond St., Kaling, W.3. Bal. 2367. (C1075/R)

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1949 Scott/Smith combination: £110; taxed, perfect condition.—43, Drove Rd., Swindon, Wilts.  
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59 c.c.—Sun, late 1952, 197cc spring frame light-weight combination, extra, carefully used: year's tax: terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.  
(C1114)

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£99—1955 87 500cc de Luxe.  
**ES MOTORS, Ltd.,** 325, High Rd., W.4 Chl. 6368.  
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(C1114)

## SUNBEAM WANTED

**ROWLAND SMITH'S** the Sunbeam buyers.—Hampstead High St., London, N.W.3. Ham. 6041.  
(C1114/R)

**GEORGE CLARKE** pay most for Sunbeam.—279, Brixton Hill, S.W.2. Tolue Hill 3311. (C1019)

**PRIDE & CLARKE**—Biggest demand, highest prices.—150, Stockwell Rd., S.W.9. Tel. Brixton 6251.  
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| 1503 P-BARNETT 500 c.c., springer, 4-speed, 1/4-inch, fitted light-weight single-seat star.   | £180 0  |
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**MILLARS MOTORS (MITCHEM), Ltd.** official Sunbeam spare stockists and distributors.—365-5, London Rd., Mitcham. Tel. 6829. (S1016/R)

**KAYS OF EALING, Ltd.** Sunbeam spare parts stockists; quotations or c.o.d. in return—8-10, Bond St., Ealing W.5. Bal. 2387. (S1075/R)

**BECKETT OF ELTHAM**, official stockists of post-war Sunbeam spares for the south-east.—23, Courtyard, Eltham, S.E.9. Tel. Eel 2008 and 4840. (S1054/R)

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**THE new 250cc Francis-Barnett trials and scrambler machines for immediate delivery—151, Queens Rd., Walthamstow, E.17. Tel. Cop. 4093. (C1004)**

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**ROSTON, 1950, E22, 500 c.c. O.H.V., spring frame, teleforks ..... £50**  
**R.S.A. 1954, C11, 200 c.c. O.H.V. teleforks, spring frame ..... £50**  
**R.S.A. 1957, 103, 150 c.c. telex, s/arm, sgr, battery ..... £70**  
**R. EPHFIELD, 1955, C19, 150 c.c. O.H.V., 4-speed, s/arm, sgr ..... £85**  
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**R.S.A. 1955, C12, 200 c.c. O.H.V. teleforks, s/arm, sgr ..... £90**  
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MEETEN'S for Villiers, of course. If what you require is obtainable Meeten's will have it! New engines for farms, for industry, for motor and autocycles, service exchange engines of all types, rebind exchanges, magneto exchanges, crankshaft exchanges, etc., and of course, all spares; try us when you need really prompt attention but do not forget, we need your engine numbers, trade supplied.—Tel. Malden 3110. Meeten's for Villiers, Shannon Corner, New Malden. (C1203/R)

## VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists—136, Blackwell Rd., S.W.4. Tel. Bsl. 3123. (C1171/R)

HARWOOD'S OF RICHMOND, Ltd.—Villiers spares stockists.—East main station, Ric. 9005. (C1060/R)

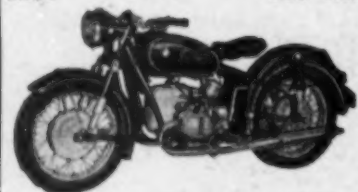
BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Marlborough Rd., Leicester, Tel. 58090. (C025/R)

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bala Rd., Macclesfield, Mids. Macclesfield 1554. (C1163/R)

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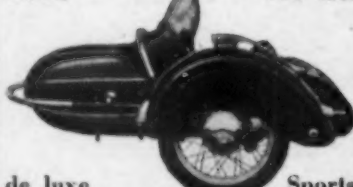
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OLIVERS OF TOTENHAM for Villiers spares and service.—3 Bruce Grove, N.17 Tottenham 1975. (C1035/R)

GLANFIELD LAWRENCE, Villiers spares stockists.—407 High Rd., N. Finchley, N.12. Fin. 0091. (C1044/R)

RALPH PRICE, of Woolwich, for Villiers spares and service.—77, Plumstead Rd., S.E.18. Wool 3367. (C1172/R)

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, c.o.d.—895-931, Fulham Rd., London, S.W.4. (C1105/R)

GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d. by return.—199, Archway Rd., Highgate, N.E. Finsbury 1606. (C1055/R)

HOE STREET GARAGE, Ltd.—Villiers engine and carburettor spares; c/o c.o.d. trade.—414, Hoe St., W. 8.17. Tel. Cop 1710. (C077/R)

V. spares exchange components and repairs; c.o.d. per return.—Stairford Rd., Birmingham, 11. (C1064/R)

WHITBY OF ACTON.—All Villiers spares and exchange units.—263, Acton Vale London, W.3. She. 4785. (C1128/R)

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; s.a.e. quote by return.—895-931, Fulham Rd., S.W.6. Hendon 6174. (C1105/R)

BURTON-ON-TRENT.—Villiers special c.o.d. telephone service at all spares for all models.—A. A. Fenn, 41, New St., Burton-on-Trent. Tel. 336. (C085/R)

KAYS OF KALING, Ltd., Villiers spares parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2367. (C1075/R)

O'NEILL BROS., Ltd.—Stock spares, exchange units for post-war engine and gear boxes, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 0628. (C1179/R)

MEETEN'S, Shannon Corner, New Malden 3110 on the Kingston By-Pass; for Britain's most comprehensive stock, genuine Villiers spares—every type available; trade supplied, full terms. (C1203/R)

MANCHESTER official spares stockists and repairers of all types Villiers engines, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 14. Tra. 0699. (C058/R)

GODFREY'S, Ltd.—Villiers spares stockists.—236-234, London Rd., W. Croydon, Cro. 3641-2, 208, Great Portland St., W.1. Eus 4632; 418, Homford Rd., Forest Gate, Gra. 1254. (C1052/R)

## VINCENT

CM CONWAY MOTORS, Britain's Vincent specialists.

CONWAY MOTORS, largest stock of good used Vincents in the country, serviced by works trained mechanics.

1955 Vincent Black Shadow D sports, Avon Fairing with Garrard Grand Prix sports a/c. beautifully kept outfit; £339.

1954 Vincent Black Shadow G with Canterbury d/a 2-seater a/c. spring wheel, full door; £389.

1955 Vincent Black Shadow D sports, Avon Fairing, showroom condition; choice of 2 from £269.

1952 Vincent Black Shadow C, Coventry model, engine, Avon Fairing, smart machine; £199.

1952 Vincent Rapide C; choice of 3 from £179.

1954 Vincent Comet C; choice of 2, one being in ride car trim; £139.

1951 Vincent Comet C; choice of 4 standard and riding models; from £209.

1950 Vincent Comet C; choice of 3; from £69.

H.F. terms and exchanges welcomed.

CONWAY MOTORS, 301-309, Goldhawk Rd., Shepherd's Bush, W.12. Tel. (Sales) Riverside 4072. (C1081/R)

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DEEPROE BROS., Ltd. (the Vincent People) offer another selection of 100% guaranteed fully overhauled machines; your opportunity to acquire a genuine road burner at a reasonable price.

COMET, a choice of several at £109 to £119; Rapide, a choice of several at £129 to £149.

A 1950 series D, in extra specially good condition (owned by Vincent mechanic) at £269.

1/5 deposit and repayments over 3 1/2 years if required; part exchanges welcomed; and don't forget, an after-sale service and spares supply second to none in the world.—172-184, Brownhill Rd., S.E.6. Nit 8868. (C1012/R)

'51 Comet, new tyres, battery, 20,000 miles since new; £110 o.n.—Spawell, 17, Blackthorne Grove, Bexleyheath, Kent. (C1015/R)

285 gns.—Vincent, reg. Sept., 1958, 90cc Black Knight, engine enclosure, etc., one owner, exceptional; terms, exchange.—Rowland Smith, below.

1955 Vincent 1951 series C Comet, dual seat, very good condition; choice of 3; free tax and insurance; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton, (C1114/R)

HUMPHREYS for Vincent spares and service; a selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. Close Thursday 1 p.m. (C1058/R)

**THE PEOPLE FOR 3 WHEELERS**

**CUT FROM OUR AD. IN "THE MOTOR CYCLE," JULY 9, 1936**

Here's PROOF of our long specialisation in 3-Wheelers. Today, more than ever, it pays to buy here—especially if you have a machine to part exchange! Winter's near—get that 3-Wheeler NOW!

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**ONE FIFTH YOU PAY THEN RIDE AWAY!**

As long as 36 months to pay. Part exchange your solo, combination, scooter, 3-wheeler or car. H.P. also settled.

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197 c.c.  
1959 Mark III  
Coupe  
£379 13 9



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174 c.c.  
1959 Cabin Cruiser  
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1959 Standard 3-wheeler model  
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90-day Written Guarantee. Examples—

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57 BOND 197 c.c., Mk. II Family 4-seater, dark blue ..... £259  
57 A.C. PETTIE, 350 c.c., 2-3-seater, coupe, 4-sp., 1 owner ..... £249  
57 BOND Mk. II 253 c.c., Convertible, spare wheel ..... £229  
57 LAMBERTA PD 168 c.c., Continental Tri-cycle, 4-seater, leather, 20 c.c. 1st reg., 199 m.p.g. .... £199

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17, 21, 25 EAST HILL, WANDSWORTH, S.W.18  
800 yards CLAPHAM JUNCTION Sth. (S.R.)  
BATTERSEA 2352 (7 lines)  
Open until 6.30 p.m. every weekday

## VINCENT WANTED

**R**OWLAND SMITH & Co. the Vincent buyers.—Hampstead High Rd., London, N.W.3. Ham. 6041. [W1114/R]

**V**INCENTS. Vincents. Vincents.

**W**E want to buy Vincents! Bring them to—

**U**NITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renown 5759. [0156/R]

**G**EORGE CLARKE pay most for Vincents.—275, Brixton Hill, S.W.3. Tube Hill 3211. [W1019]

**H**UMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3326. Close Thursday 1 p.m. [W1056/R]

**P**OST Vincents urgently wanted for cash.—Rose Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 58. [0036/R]

**A. E. REYNOLDS, Ltd.**, urgently require good clean Vincents, solos and combinations; hire purchase settled.—Berry St., Liverpool. [W1106/R]

**C**ONWAY MOTORS.—Good quality used Vincents urgently required for cash, exchanges welcomed, agents for leading makes of motor cycle and cars, before selling your Vincent—

**D**IAL RIV. 4672-3. 301-309, Goldhawk Rd., W.12. Riverside 4672-3. [W1031/R]

## VINCENT SPARE PARTS

**A. E. REYNOLDS, Ltd.**, offer by return, Vincent spare service.—Berry St., Liverpool (Hoy) 1475. [01106/R]

**M**ILLARS MOTORS (MITCHAM), Ltd.—Vincent spare stockists and distributors.—363-5, London Rd., Mitcham, Tel. Mitcham 0629. [0151/R]

**H**UMPHREYS, Vincents spare stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6556. Close Thursday 1 p.m. [01056/R]

**C**ONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2. Tel. (Spares) Riverside 5722. [01081/R]

**R**OSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired.—Ross Motors, Ltd., 56, Stockwell Road, Hinkley, Leics. Spares: Tel. Hinkley 5641. [0142/R]

## VINTAGE MOTORCYCLES

**O**FFERS wanted for 1934 vintage Sunbeam motor cycle, running order.—Eric Sturt, Cawood, Yorks. [0753]

## ZUNDAPP

**CLAUDE RYE**—Immediate delivery Zundapp 2018; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1109/R]

**115** c.c.—Zundapp 1957 200cc 2018, swinging arm, Avon fairing and other extras, exceptional condition; year's tax terms, exchanges; 1st, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

## ZUNDAPP BELLA

**G**ODFREYS, Ltd., appointed dealers all depots.—See display advertisement. [C1052/R]

**G**EORGE CLARKE pay most for Bellas.—275, Brixton Hill, S.W.3. Tube Hill 3211. [W1019]

**1958** 150cc, screen, carrier, 4 starter, excellent; £145-150, Grove Rd., Mitcham, 897. [0776]

**G**IFFS OF SOUTH HARROW.—Immediate delivery, part exchange welcome.—368, Northolt Rd., Ry. 2484. [C1055/R]

**S**LOCUMBER OF NEASDEN!!! for your new Zundapp Bella; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555 (8 lines). [C1115]

**CLAUDE RYE**—Immediate delivery new Zundapp Bella; choice of colours; terms; highest exchange allowances.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1109/R]

**E**LITE MOTORS for your new Bella, every model for immediate delivery; spares, accessories and service.—261-261, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. [C1169/R]

**W**ATKINSON MOTORS.—All models positively in stock; choice of colours; free tuition; exchanges welcomed; usual terms.—Stockwell Rd., S.W.6. Ry. 2536. [C1174/R]

## MOTOR CYCLES MISCELLANEOUS

**JACK KENDALL OF ISLINGTON offer:—**

**1955** A.J.S. 350cc, sv. arm; £129.

**1955** Matchless 350; £129.

**1950** B.S.A. 500 twin, springer; £79.

**1956** Panther 250, sv. arm; £105.

**1954** Bella 150 scooter; £75.

**1956** B.S.A. 250 ohv, sv. arm; £99.

**1954** A.J.S. 500, sv. arm, sidcar, geared; £110.

## COMBINATIONS.

**1952** Ariel 500 twin springer, fitted Gerrard 890 sports sidcar; £110.

**1953** B.S.A. 650 M21, springer, c/s sidcar; £105.

**A**ll above machines now offered at 1/3 deposit; some other bargains for callers.—354, York Way, Islington, N.1. Tel. North 5500. [C1015]

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- 99-DAY WRITTEN GUARANTEE

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| 52 HORTON 500 Twin, dmt., Avon fairing, spare                 | £210 |
| 58 ARIEL NH 250 Runner, dmt., alarm, em. chain                | £180 |
| 52 A.J.S. 198 500 O.H.V., dmt., alarm, mounted                | £175 |
| 52 TRIUMPH T16 500 Twin, alarm, dmt., very fast               | £180 |
| 52 MATCHLESS G12A 250, dmt., alarm, etc. condition            | £150 |
| 51 ARIEL NH 500 Hunter, dmt., fairing, 1000cc                 | £160 |
| 52 F. BARNETT Cruiser 60, 700 c.c., dmt., alarm, mounted      | £150 |
| 54 B.S.A. B31 350 O.H.V., dmt., alarm, points, etc. condition | £180 |
| 54 B.S.A. A7 250 Twin, svpt., dmt., points, etc. condition    | £180 |
| 52 B. ENFIELD G12A 350 O.H.V., dmt., Avon fairing             | £150 |
| 52 TRIUMPH Tiger Cub 500 O.H.V., alarm, 2,000 m.p.h. only     | £110 |
| 52 TRIUMPH 27 500 Twin, dmt., alarm, fully equipped           | £175 |
| 54 SUPERAM 50 500 Twin, complete, covered by motor            | £150 |
| 52 ARIEL NH 350 O.H.V., alarm, quiet motor side cover         | £175 |
| 52 TRIUMPH CT 500 Twin, dmt., alarm, top value                | £180 |
| 52 B. ENFIELD 500 Bullet, dmt., alarm, really good            | £180 |
| 52 TRIUMPH 27 500 Twin, dmt., alarm, really good              | £180 |
| 52 B. ENFIELD 500 Bullet, dmt., alarm, really good            | £180 |
| 52 B.S.A. Bantam Major 150 c.c., frame, very clean            | £100 |
| 52 SUPERAM 50 500 Twin, alarm, dmt., points, etc. condition   | £150 |
| 52 B.S.A. C11 350 O.H.V., dmt., Avon fairing                  | £150 |
| 52 ARIEL C10 350 O.H.V., frame, dmt., etc. value              | £150 |
| 52 JAMES Captain 187 c.c., 4-sp., improved, good motor        | £150 |
| 52 B.S.A. D1 Bantam 150 c.c., frame, 1000cc                   | £100 |

AND MANY OTHERS.

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In London specially for the Show! On the look-out for a REAL bargain? Then you must see us—only 30 minutes from Earls Court.

## COMBINATIONS

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| 52 B. ENFIELD Motor 700 Twin, em. motor, low m.p.h. matching Beaulieu Vulcan DIA full-door colour                   | £200 |
| 52 ARIEL VH 500 O.H.V., alarm, dmt., svpt. Beaulieu Vulcan DIA colour; spruce chassis, brake                        | £200 |
| 52 B.S.A. 6, Flash 650 Twin, alarm, dmt.; Gerrard sidcar single-ctr., full-door colour                              | £200 |
| 52 HORTON 150 500 O.H.V., alarm, svpt., very good motor, Watkinson Ancon single-ctr., full-door, etc. svpt. chassis | £210 |
| 52 A.J.S. "50" 500 Twin, alarm, full width hub; Watkinson Beaulieu C10 dmt. etc. chrome                             | £210 |
| 52 PANTHER "100" 600 O.H.V., alarm, dmt., 1000cc  | £210 |
| 52 Watkinson Ancon single-ctr., full-door etc. svpt. chassis  | £200 |
| 52 B.S.A. 6, Flash 650 Twin, alarm, dmt., svpt. Watkinson Beaulieu C10 dmt. etc. chrome                             | £210 |
| 52 D.E. Dave 150 c.c., Villiers, all-British Beaulieu; Beaulieu svpt. on, lightweight chassis. As new               | £200 |
| 52 B.S.A. A10 500 Twin, alarm, 1000cc; Watkinson Monarch single-ctr., luxury tower, etc. chassis, brake             | £200 |
| 52 ARIEL KH Fieldmaster 500 Twin, alarm, svpt., Watkinson Beaulieu C10 dmt. etc. chrome                             | £200 |
| 52 B.S.A. M20 500 O.H.V., alarm, dmt., fairing; Beaulieu Tiger single-ctr., full-door etc. svpt. chassis            | £200 |
| 52 B. ENFIELD J2 500 O.H.V., 3-sp., dmt., alarm; Watkinson D1A etc. good upholstery                                 | £180 |

## SCOOTERS

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| 52 HUI Prince 150, spare wh., lightest, svpt., practical | £170 |
| 52 BELLA 200 c.c., self-st., alarm, excellent cond.      | £150 |
| 52 LAMBERTA L20 111, 150, fully equipped, several        | £120 |
| 52 BELLA 200 c.c., self-starter, alarm, very well kept   | £120 |
| 52 LAMBERTA L20 120 c.c., sv. grey, fully equipped       | £120 |
| 52 BELLA 200 c.c., svpt., practical, spare wh., alarm    | £120 |
| 52 TERROT 125 c.c., pre-selector gear, spare wheel       | £90  |

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800 yards CLAPHAM JUNCTION Sth. (S.R.)  
BATTERSEA 2352 (7 lines)  
Open until 6.30 p.m. every weekday

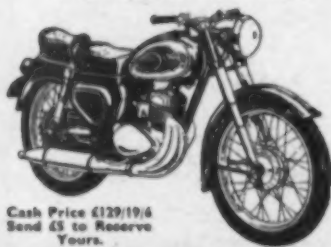


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FROM 10% DEPOSIT  
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NEW **TWN "CORNET"**

197 c.c. TWIN PISTON 2-STROKE



Cash Price £129/19/6  
Send £5 to Reserve  
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**WE HAVE THE FINEST SELECTION**  
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NEW AND SECONDHAND  
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| MOBYLETTE, 1957, 50 c.c., burgundy                                  | £22  | 10 0 |
| NORMAN Nippy, 1957, 50 c.c., 2-speed, 1 owner                       | £45  | 10 0 |
| VIERING Pionetta, 1957, 50 c.c., 2-speed, 1 owner                   | £50  | 10 0 |
| SECOND-HAND SCOOTERS  |      |      |
| BELLA, 1956, 150 c.c., 4-speed, self-starter                        | £132 | 10 0 |
| BELLA, 1956, 200 c.c., 4-speed, self-starter                        | £135 | 10 0 |
| DIANA, 1957, 200 c.c., 4-speed, self-starter, screen                | £150 | 10 0 |
| LAMBRETTA, 1955, 150 c.c., L.D.B., carrier                          | £70  | 10 0 |
| LAMBRETTA, 1955, 150 c.c., L.D.B., spare wheel                      | £106 | 10 0 |
| LAMBRETTA, 1957, 150 c.c., L.D.B., self-starter                     | £120 | 10 0 |
| LAMBRETTA, 1957, 150 c.c., L.D.B. Mk. III, self-starter             | £120 | 10 0 |
| N.S.U. Prima, 1957, 150 c.c., self-starter, screen, sp/wheel        | £135 | 10 0 |
| T.W.R. Customs, 1957, 200 c.c., 4-speed, self-starter, self-starter | £140 | 10 0 |
| VERA, 1956, 125 c.c., sp/wheel, screen, 1 owner                     | £29  | 10 0 |
| VICTORIA, 1957, 50 c.c., 2-speed, 1 owner                           | £52  | 10 0 |

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COME TO US FOR THE HIGHEST PART EXCHANGE  
ALLOWANCE ON YOUR PRESENT MACHINE  
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THE MOTOR CYCLE PEOPLE

183-187 HIGH ROAD  
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**HUMPHREYS.**  
**HUMPHREYS.**—New motor cycles and scooters; delivery from stock of most leading makes.  
**HUMPHREYS.**—New 1958 models at reduced prices; limited number only available.  
**HUMPHREYS.**—1959 model Triumph Bonneville 120, 1,500 m.p.h., spotless, low fast for owner; £265.  
**HUMPHREYS.**—1957 Lambretta 150, pillion, spotless condition; £119.  
**HUMPHREYS.**—1957 N.S.U. Quickly de luxe, £45; also 1957 Standard, £39.  
**HUMPHREYS.**—1957 Heinkel 175 scooter, s/wheel, starter, superb condition; £109.  
**HUMPHREYS.**—1957 N.S.U. Prima, red/ivory, spare wheel, superb condition; £139.  
**HUMPHREYS.**—1957 Douglas 350 Dragonfly, panners, low mileage; £129.  
**HUMPHREYS.**—1957 Royal Enfield 150cc, dual seat, leg shields; £69.  
**HUMPHREYS.**—1957 B.S.A. Dandy, speedo., one owner; £45.  
**HUMPHREYS.**—1956 N.S.U. Prima, screen, spare wheel, excellent condition; £129.  
**HUMPHREYS.**—1955 Triumph 6T with adult 2-seater saloon sidecar, Avon Fairline; £180.  
**HUMPHREYS.**—1955 Ariel 350cc, ohv, s/arm, with Watsonian Windsor s/car, excellent condition; £129.  
**HUMPHREYS.**—1955 B.S.A. Bantam Major, screen, dual seat, etc.; £65.  
**HUMPHREYS.**—1953 Francis-Barnett 197, s/arm, fully equipped; £58.  
**HUMPHREYS.**—1951 Excelsior 99cc Consort, spring frame; £54.  
**HUMPHREYS.**—New Sidecars delivered from stock, most models, Watsonian, Garrard, Swallow, etc.  
**HUMPHREYS** offer a magnificent range of new and also used machines from £50 upwards, all available on easy h.p. terms: personal accident, sickness and unemployment insurance available if desired; exchanges welcomed; your inspection invited; superb range of sidecars also available.  
**HUMPHREYS, Ltd.**, 116-122, Hampstead Rd., N.W.1 (cont. Tottenham Court Rd.). Tel. Euston 3326. Close Thursday 1 p.m. [C1058]

**RAPIDS offer:—**  
**1955** Ariel 650 Huntmaster, fitted Garrard Silchester a/c, matching colours, 13,000 only; bargain; £219/10.  
**1955** Enfield 700, fitted new c/a s/c; £189/10.  
**1954** Panther 600 c/a s/c; £149/10.  
**1953** Norton 16H 500 sv, d/a s/c; £129/10.  
**1951** Vincent 1,000, fitted d/a s/c on Safety chassis; £190/10.  
**1951** Panther 600, fitted c/a s/c; £199/10.  
**1949** B.S.A. 600 sv, fitted new c/a s/c; £129/10.  
**1955** B.S.A. 500 sv, fitted new c/a s/c; £149/10; choice of 2.  
**1955** Piaggio scooter, all extras, as brand new; £75.  
**1953** Panther 250 de luxe, magneto ignition, panner, dual seat; £75.  
**1955** B.S.A. Bantam springer; £69/10.  
**1950** (registered) 350 Ariel; £16/10.  
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**£149** 10—1956 Francis-Barnett 250cc Cruiser, s/arm, one owner, 550 miles.  
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**£129** 10—1956 Royal Enfield 500cc twin, s/arm springer.  
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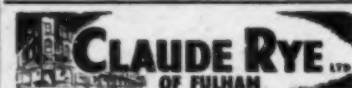


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**1950** Matchless 350, beautiful condition throughout: £49.  
**1957** Francis-Barnett swinging arm, as new: £109.  
**1956** Triumph Tiger Cub 200cc springer, lovely condition throughout: £79.  
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| £149 10    | W. Llew, '54, 500 6.V. 16.21, sgsr...      | £26     | £5 7 11     |
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**D**ISMANTLING Triumph 1947 ST.—28, Fourth Cross Rd., Twickenham, Midd. 28, Naylor Rd., S.E.15. New 3157. (C1061)

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**M**ERCURY offer:—

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**£195**—1935 Morgan F4 4-seater, red, Girdings, wonderful condition.

**£195**—1937 Morgan Super Sports, resprayed red, rechromed, really immaculate.

**£165**—1936 Morgan Super Sports, cream, w/c Matchless.

**£145**—1937 Morgan 4/4 2-seater, black.

**£125**—1939 Morgan 4/4 4-seater, red.

**£115**—1937 Morgan Sports, s/v Matchless, blue.

**£95**—1953 Bond Minicar 197cc, indicators.

**C**HOICE of several other Morgan 3-wheelers.

**F**ROM one-quarter deposit on all above, balance 12, 18 or 24 months; your motor cycle or combination in part exchange; tel. or write for list; 8-6 week-days, 10-5 p.m. Sunday for inspection.

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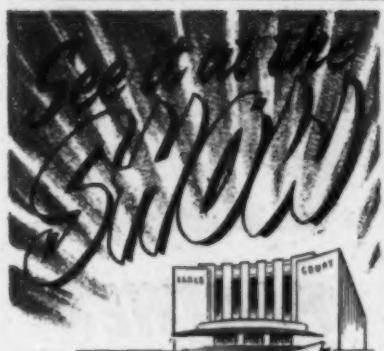
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### THREE-WHEELERS AND CARS

**COMERFORDS**—New Austin A35, Metropolitan, Healey Sprite, Ford, Heinkel, Messerschmitt, Bond, Reliant, m/c taken in exchange.—Portsmouth Rd., Thames Ditton, Surrey, Esherbrook 5531. [C1006]

### A.C. PETITE WANTED

**GEORGE CLARKE** pay most.—278, Brixton Hill, S.W.2, Tulse Hill 5211. [W1019]

**PRIDE & CLARKE**—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1008/R]

**CLAUDE RYE** urgently require A.C. Petite, top prices paid; h.p. accounts settled.—399, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

### AUSTIN

**£50** secures new 1959 Austin A35; balance 56 monthly payments of £18/15.—Geo. Clarke Motors, 278-8, Brixton Hill, S.W.2. Tel. 5211. [C1019]

**CORWAY MOTORS**—Austin agents; immediate delivery of A35 cars and vans; early delivery of A40 and Sprite models; motor cycles taken in exchange; h.p. terms.

**CORWAY MOTORS**, 299-309, Goldhawk Rd., Shepherd's Bush W12. Tel. Riv. 4872. [C1021]

**COMERFORDS**—Immediate delivery new Austin, A35, Metropolitan, Healey Sprite; motor cycles and 3-wheelers in exchange; easy terms.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

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### SPEEDWAY OF ACTON.

**1957** Isotta, Ivory, 5,000 miles, heater, spare wheel, as new; £289 10.—310-314, Uxbridge Rd., W.3 Acton 5031-2. [C1121]

**WHITBYS OF ACTON**—Immediate delivery new Isetta, h.p. exchanges.—273, Acton Vale, London, W.3. Ebe. 5355. [C1128/R]

**GODFREYS, Ltd.** Immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all deposits—See display advertisement. [C1052/R]

**CLAUDE RYE** for your new 3 or 4-wheel Isetta; immediate delivery; terms; highest exchange allowance.—599, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**MPHW SALES, Ltd.** Bubble and Miniature car specialists; new and used in stock.—Call 25, Piccadilly, Gerrard 6055. 186, Holland Park Ave., Park 2410, 67, Goldsmith Rd., Woking 5251.

**£37** 111 deposit, and £15 10/6 for 30 months; £365 cash, £28 dep. and £10/2/6 for a used Isetta; £280 cash.

**O** 8 contract hire for £5/10 a week for the year, including maintenance, tax; no mileage charge. [C0354]

### B.M.W. ISETTA WANTED

**GEORGE CLARKE** pay most for B.M.W. Isetta.—278, Brixton Hill, S.W.2. Tel. 5211. [W1019]

**PRIDE & CLARKE**—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1008/R]

**CLAUDE RYE** urgently require Isettas; top prices paid; h.p. accounts settled.—399, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

### BOND MINICAR

**GEORGE CLARKE.**

**£40** deposit secures delivery of new 1959 Bond; balance over 3 years.—275-9, High St., Acton, W.3 Acton 6543. [C1016]

**ROWLAND SMITH'S** for Bond.

**NEW** models in stock.

**195** ens.—Bond Minicar, Sept. 1955, de luxe Family, electric starter, one owner.

**195** ens.—Bond Minicar, 1956, 3-seater, extras, exceptional condition, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY**, the largest Bond distributor.

**ALL** new models in choice of colours for immediate delivery.

**SPECIAL** Bond Service and Spare Dept., Kilburn Bridge, N.W.6. Maida Vale 8044. Open 9-7 (Sats 9-3). [C1130/R]

**BEST** selection, best exchanges, best terms; best buy your new used Bond Minicar now from:

**NAYLOR & HOOT, Ltd.** Motor Cycle House, 25, East Hill, S.W.15. Bat. 2552. [C1089/R]

**KENT**—Distributors for Bond Minicar; delivery from stock.—E. O. Fritchard, Ltd., Chalkwell Rd., Sittingbourne. [C0076/R]

**KENBOURNE MOTORS**, Bournemouth.—3-wheeler distributors, models from stock; part ex. welcome. [C082]

**1956** Bond 197 2-seater, Mark III, cream.

**COMERFORDS** for Bond and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

**CLAUDE RYE, Ltd.** for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—695-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**BIRMINGHAM** Distributors—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed; all spares. [C1024/R]

**GODFREYS, Ltd.** for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leptonstone, E.11. See display advert. [C1052/R]

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GODFREYS, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427, Brixton Rd., Croydon, Upl. 8275. [C1052/R]

BOND MINICARS—Lancashire's largest distributors, new and second-hand in stock, call to-day and drive away, exchange, h.p. terms.—Latham's Garage, Ltd., Motor Cycle Dept., Fishergate, Preston, Tel. 4842. [0825/R]

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GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3311. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 5051. [W1114/R]

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 4251. [W1008/R]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Remova 6174. [W1105/R]

### CORONET

CLAUDE RYE for your new Coronet; only £387/15/6; immediate delivery; terms; highest exchange allowance.—899, Fulham Rd., S.W.6. Remova 6174. [C1105/R]

### CORONET WANTED

CLAUDE RYE urgently require Coronet; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Remova 6174. [W1105/R]

### FORD

£40 secure new 1950 Ford Popular; balance 36 monthly payments of £14/11.—Geo. Clarke Motors, 276-8, Brixton Hill, S.W.2. Tel. 3311. [C1019]

### GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 95-99, Old Brompton Rd., S.W.7. Enl. 7706-6-7-8. [C1111/R]

CONNAUGHT ENGINEERING, England's largest distributor, new and used Goggomobile always in stock.—Portsmouth Rd., Sand, Surrey. Ripley 3122. [0514]

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock.—Call 23, Piccadilly, Gerrard 6055-136, Holland Park Ave., Park 3410, 67, Goldsworth Rd., Woking 5231. NEW and used always in stock, the superb miniature car; ask for a demonstration. [0833]

### GOGGOMOBIL WANTED

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ROWLAND SMITH'S for Heinkel  
IMMEDIATE delivery, choice of colour

TERMS, exchanges; open 2-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

SPEEDWAY OF ACTON for your new or used Heinkel.  
1958 Heinkel, rust, 5,000 miles, heater, choice of three; £509.10.—310-314, Unbridge Rd., W.3. Acton 5051-2. [C1121]

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton, E.M. 5531. [C1008]

PANKHURST (WEYMOUTH), Ltd., exchange motor cycles, scooters and cars.—314-316, King St., Weymouth, W.6. Riverside 1401. [C1136]

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, S.11. See display adverts. [C1132/R]

WHITBY'S OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. 6th. 5355. [C1128/R]

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Remova 6174. [C1105/R]

INTERNATIONAL SALES, Ltd., 34-40, Pallway Place, London, S.W.2; world concessionaires.—Tel. Relevance 4044. Head Office: Dublin. European Office: Dortmund, Germany. [C1010]

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock.—Call 23, Piccadilly, Gerrard 6055-136, Holland Park Ave., Park 3410, 67, Goldsworth Rd., Woking 5231. £40 (if deposit) and £15/4/5 for 30 months; £399 cash; £30 dep. and £11 per month for used; £500 cash.  
OR contract hire for £3/15 a week for the year, including maintenance, tax; no mileage charge. [0836]

FANTASTIC, but factual and unbelievable, but true; a perfect little gem, but well within the reach of modest pocket to buy and run; visit our show rooms to see and try the amazing Heinkel that gives you so much more for next to nothing to run; you are welcome to a demonstration any time because we like driving them; exchanges and terms, of course.—Stombers, Ltd., 38-38, Dudden Hill Lane, F.W.10. Willesden 4668/3854. [C1108]

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GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tulse Hill 3311. [W1019]



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New Stock:—A.C., Bond, Coronet,  
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| 1958 BOND 2-seater, choice of 2 from ...              | £140 |
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| 1954 BOND Family, one owner ...                       | £200 |
| 1958 BOND Family (reg. Dec. '54) ...                  | £210 |
| 1955 BOND Family de Luxe, choice of 2 ...             | £225 |
| 1955 BOND 2-str. Standard, one owner ...              | £199 |
| 1956 BOND 2-str. de Luxe, choice of 2 ...             | £225 |
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| 1956 BOND 2-str., most attractive ...                 | £216 |
| 1957 BOND 2-str. (reg. Dec.) ...                      | £236 |
| 1957 BOND Family de Luxe, under 2,500 ...             | £279 |
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| ISETTA Three-wheeler, Standard Model           | £340       | £34     |
| 36 Monthly instalments of £11/1/-              |            |         |
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| ISETTA 300 c.c. Standard 4-wheeler             | £349       | £36     |
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| MESSERSCHMITT KR200 de Luxe, heater, bumpers   | £340       | £34     |
| 36 Monthly instalments of £11/1/-              |            |         |
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| RELIANT Regal Coupe, 7.5 h.p., fibreglass body | £437       | £44     |
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Telephone: Leighton Buzzard 2491

OPEN DAILY 9 a.m. to 5 p.m. SUNDAYS 10 a.m. to 3 p.m.

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—15a, Stockwell Rd., S.W.9. Tel. Brixton 6541.  
(W1095/R)

CLAUDE RYE urgently require Heinkel; top prices  
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S.W.6. Renown 6174. (W1105/R)

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CONCESSIONAIRES for U.K., including spares.—  
Cabin Scooters (Assemblies), Ltd., 80, George St.,  
London, W.1. Hunter 0609. (C1052/R)

GODFREYS, Ltd.—Appointed dealers all depots,  
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(C1052/R)

COMERFORDS for Messerschmitts, new and second-  
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Thames Ditton. Emb 5531. (C1008)

PANKHURST (WEYMOUTH), Ltd., exchange motor  
cycles, scooters and cars.—314-316, King St., Ham-  
mermith, W.8. Riverside 1401. (C1136)

CLAUDE RYE, Ltd., for your new Messerschmitt;  
immediate delivery; terms, exchanges welcomed.—  
895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

MPHW SALES, Ltd., Bubble and Miniature  
car specialists, new and used in stock.  
—Call 25, Piccadilly, Gerrard 8055. 186, Holland  
Park Ave., Park 2410. 67, Goldworth Rd., Woking 5231.

£34 h.p. deposit and £12/11/9 for 30 months, £135  
cash. £26 deposit and £9/10/4 for a used, £280  
cash.

OR contract hire for £3/6 a week for the year, in-  
cluding maintenance, tax, no mileage charge.  
(C1037)

TESTWOOD MOTORS, main distributors, German  
trained mechanics, £1,000 spares always in stock.  
best exchange prices, guarantee and service.—Sain-  
bury Rd., Totton, Hants, Totton 2611. (C1021/R)

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GEORGE CLARKE pay most for Messerschmitt.—  
270, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

CLAUDE RYE urgently require Messerschmitt; top  
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Rd., S.W.6. Renown 6174. (W1105/R)

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—Call 25, Piccadilly, Gerrard 8055. 186, Holland  
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DELIVERIES of this superb miniature car start in  
December. Call on us and order soon. (C1038)

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GEORGE CLARKE.  
£50 deposit secures delivery of new 1959 Reliant;  
balance over 2 years.—275-9, High St.,  
W.5. Acorn 6543. (C1016)

GLANFIELD LAWRENCE OF FINCHLEY.  
SEE the amazing Reliant Regal Mk. III, immediate  
delivery of coupe and hard top saloon, in choice  
of colours, h.p. terms available; your motor cycle, 3-  
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insurance cover.—407-419, High Rd., N.12. Tel. Finch-  
ley 0591-6. (C1044)

ROWLAND SMITH'S for Reliant Regal.  
ALL models supplied.

295s.—Reliant Regal 1956 4-cyl. coupe, electric  
starter, very good condition, taxed.  
TERMS, exchanges, list; open 9-7 week-days and  
Saturdays.—Rowland Smith, Hampstead (Tube),  
N.W.3. Ham. 6041. (C1114)

1957 Reliant coupe, one owner, 5,000 miles; £360;  
h.p. arranged.—Tel. Waxlow 6044. (S765)

GODFREYS, Ltd., for Reliant Regal 3-wheelers at  
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stone, E.11. See display advertisements. (C1052/R)

CLAUDE RYE, Ltd., for your new Reliant; immediate  
delivery, exchanges welcomed.—895-921, Fulham  
Rd., S.W.6. Renown 6174. (C1105/R)

1957 Reliant Regal 750, 4-seater coupe, low mile-  
age; £520/10.—Geo. Clarke Motors, 276-8,  
Brixton Hill, S.W.3. Tul. 3211. (C1019)

1959 (new) Regal h/tp, immediate delivery,  
choice of colours, h.p., exchanges, m/s,  
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GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole  
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Mark IV—the car on 3 wheels. See it in its up-to-date  
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Choice of colours; immediate hire purchase, part ex-  
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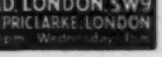
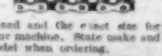
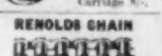
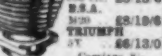
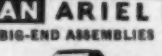
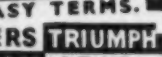
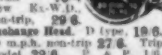
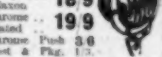
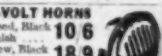
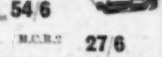
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**DISMANTLING** Panthers—all parts at knock-out prices; write for quotation—George Clarke (Motors), Ltd., 276-278, Brixton Hill, London, S.W.2. Tel. 3111. [M1019]

**ARIEL**, Enfield, Francis-Barnett, Triumph, Villiers, Albion, Amal, Burman, Lucas, Miller; pistons and rings, all masses from stock by return post; c.o.d. or quotation.  
**MARSDEN'S**, the Leading Spares Stockists of the North, Hyde Park Corner, Leeds, 6. Tel. 51615. [0835/R]

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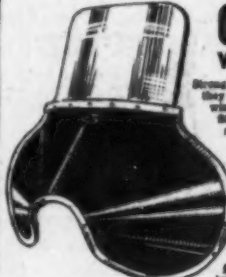
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Superior black waterproof leather cloth. Handlettered. Hand sewn. Keep hands warm and dry. **11/6**

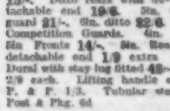
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4in. Black Enamelled. **7/6**  
Duro 10/6. 5in. Black Enamelled. Ribbed. 12/6. Rear with detachable and 18/6. 5in. Duro Fronts 15/6. Ditto rear with detachable and 18/6. 5in. Duro 21/6. 6in. ditto 22/6. Bright Dural Competition Guards. 6in. Fronts 18/6. 5in. Fronts 14/6. 5in. Rear 18/6. with detachable and 1/6 extra. 5in. Ribbed Dural with stay lug fitted 48/- pair. P & P 2/6 each. Lifting handle and stay 9/6. P & P 1/6. Total rear stay 9/6 each. Post & Pkt. 6d.



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Double ended. Double offset. In hexagon 1in. to 1/2in. White chrome plated. 27/6. In plastic wallet. P & P 1/6.

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895-921 FULHAM RD. LONDON S.W.6

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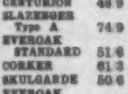


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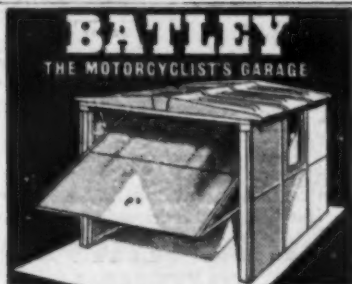


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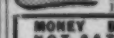


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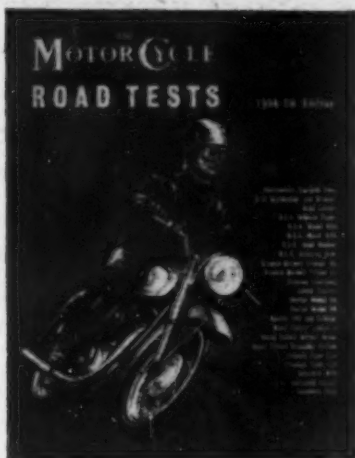
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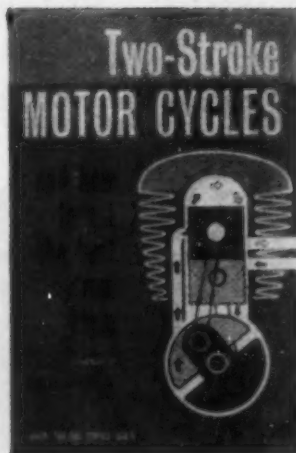
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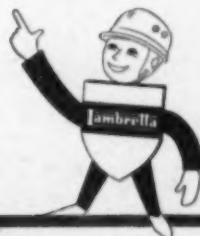
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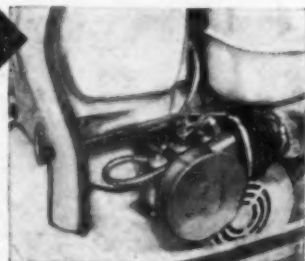
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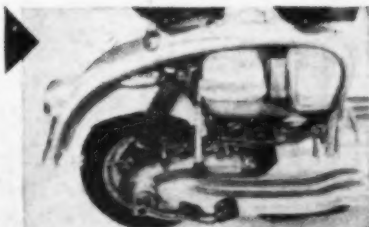


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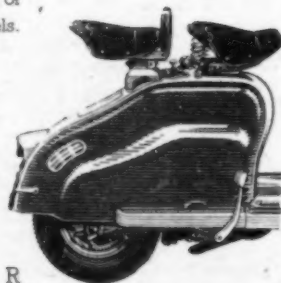
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AT EARLS COURT

HIGHLIGHTS AMONG THE SCOOTER, MOPED AND ACCESSORIES STANDS : FOR THE FLOOR PLAN AND LIST OF EXHIBITORS PLEASE TURN TO PAGES 594 AND 595

FROM small beginnings, the scooter market in Britain has grown to considerable proportions during the past few years. More than that, at long last the British industry is beginning to take its rightful place: of the 27 different makes to be seen at Earls Court, no fewer than ten are made in England. And, since there are models in great variety ranging from 49 to 277 c.c., there is something for every class of rider.

To simplify the picture for visitors to the Show it is convenient to divide the scooters into three categories: the large, luxurious and high-performance models of 250 c.c. and over; the medium-size, general-purpose machines of 125 to 200 c.c.; and the lightweights of 100 c.c. and less.

In the first group, pride of place goes to the new two-fifty B.S.A. (Stand 45) and Triumph (48) models. Public interest

observer having to move. Finish of the Triumph Tigress models is in the familiar shell blue, and on this stand also one of the two-fifties is mounted on a turntable. Another has a side of the bodywork removed to permit examination of the mechanism. The machines on both stands feature the various accessories available.

Largest-capacity scooter at the Show is the 277 c.c. Maicoletta, which, with its 247 c.c. sister, appears on Stand 70. Both machines are two-strokes and mechanically they differ only in engine capacity. The two-fifty is shown in a striking new black and yellow colour scheme which emphasizes its sleek length.

The three other makes in the large-capacity group employ the 249 c.c. Villiers twin power unit, though one of them, Dayton (32), also fits the 247 c.c. Villiers 2H engine as an alternative on the Albatross. One of the longest-established of the present breed of British scooters, the Albatross is notable for its pivoted-fork front suspension and the gay colour schemes which, on the machines displayed, include polychrome.

Left: Twin battery boxes mounted behind the weathershield of the electric-starter version of the B.S.A. Sunbeam two-fifty o.h.v. twin

Below: Handlebar of the Gran Sport Vespa

matic finishes. The exhibit includes the range of accessories available and, forming a marked contrast with the graceful lines of the scooters, the one and only 1913 two-fifty Dayton motor cycle.

Since the introduction of the Dove nearly 16 months ago, DKR (62) have

Engine and rear-suspension layout of the new Lambretta Li models



in these scooters is enormous because, in addition to their attractive appearance and great technical interest, they represent the first attempt by a large British manufacturer to beat the continentals at their own game.

The B.S.A. Sunbeam examples are finished in light polychromatic green, and one is displayed on a turntable so that it can be seen from all angles without the

gone rapidly ahead and now offer four models with a wide range of extras. An impressive exhibit on their stand is the latest two-fifty Manx split down the middle in the vertical plane and mounted on a turntable; the bodywork is finished in blue and ivory, one of the standard colour schemes.

Third user of the Villiers 2T unit is Phoenix (94a), displaying one of the new integral sidecar outfits. Chassis and scooter frame are of welded construction and the sidecar wheel is carried on a leading arm controlled by a spring unit similar to those on the machine.

Polyester/glass is the material used for the sidecar body and for the main bodywork of the scooter. Finish of the Show model is black and red. A commercial box body is offered as an alternative to the passenger body. The basic simplicity of the Phoenix layout is revealed by the bare chassis exhibited.







An oddments box and tool compartment are incorporated in the Dayton Flamenco weather-shield, below the instrument panel

In the second category of scooters (125 to 200 c.c.) **B.S.A.** and **Triumph** appear again with the 173 c.c. two-stroke versions of the Sunbeam and Tigress. One of the Sunbeam models is mounted on a turntable and, like the two-fifties, the two-strokes are shown with a variety of extra equipment.

Also in the second category are the other models in the **Dayton**, **DKR** and **Phoenix** ranges. In fact, the attractive new 173 c.c. Flamenco forms the centre-piece of the Dayton Stand where it is mounted on a turntable. This scooter features the Siba-equipped, fan-cooled Villiers Mark 2L/3SF engine-gear unit and though it has front suspension similar to that of the Albabross the frame, bodywork and wheel size are different.

The other **DKR** models, all on show in their two-tone colour schemes, comprise the 147 c.c. Dove, 148 c.c. Pegasus and 197 c.c. Defiant. All have Villiers engines and the Pegasus and Defiant feature electric starting by Siba Dynastart. Another turntable exhibit on this stand is a black and ivory Defiant attached to a Watsonian Bambini sidecar.

**Phoenix** are showing the electric-starter 197 c.c. S200 in the familiar two-tone blue, and a green and white 147 c.c. Standard model which, with 8in wheels, still retails at under £150.

With their modernistic lines, polyester/glass bodywork and two-colour finishes, the six **Bond** P1 and P2 scooters on Stand 58 make a fine show. Outwardly identical, the two types differ in respect of the Siba-equipped Villiers power units: whereas the P1 is fitted with the three-speed Mark 31C, the P2 has the four-speed 197 c.c. Mark 9E. The plastic bodies are beautifully finished in such colourful combinations as cherry red with off-white, pale green with cream and pale blue with grey. Accessories on view include a windscreen, carrier and spare wheel.

The only other British-designed scooters in the second category are the **Panther Princess** (41) and **Sun Wasp** (38)

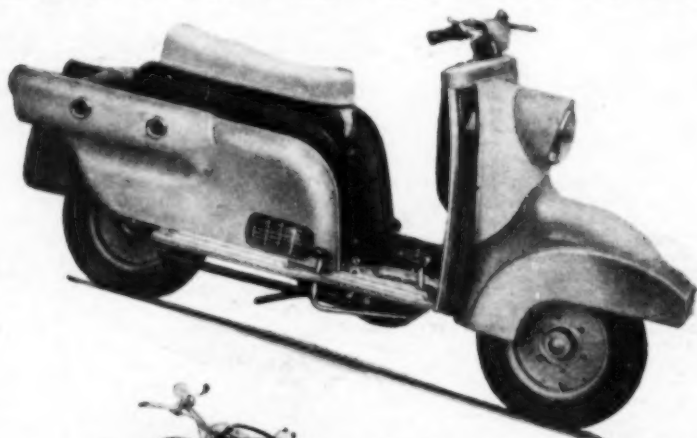
both of which are equipped with the 173 c.c. Villiers 2L unit. An example of the Princess in sea-mist grey and Italian red provides an interesting contrast with two French **Terot** scooters of 125 c.c. in blue and cream and red and cream. (Terrots are, of course, handled by Panthers in Britain.)

**Sun** are highlighting no fewer than four of the Wasp scooters, two of them on a circular platform. In common with most other manufacturers, the firm appreciates the value of well-chosen colour schemes: one of the models is in two-tone grey and another in Italian red and lilac.

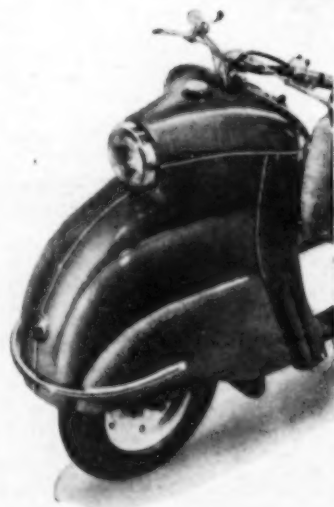
Bridging the gap between British and continental scooters the popular **Vespa**

100 hours, and that which carried Roy Cooper and three colleagues on a non-stop 1,978-mile tour of Britain. For the mechanically inclined there is a sectioned and working Standard power unit.

From **Vespa** it is inevitable that the mind should turn to **Lambretta** (72). Pride of place is accorded to the new Li models of 124 and 148 c.c. based on the attractive 170 c.c. TV175. On a turntable are three of the newcomers and one of them, an Li 150, is cut down the middle to reveal the layout. These stars have a full supporting cast of the earlier LDA150, LDB150 and LD125 models and examples of the commercial three-wheeler. The elegant colour schemes



Above: Futuristic lines are a characteristic of the Bond scooter. Left: Streamlined nose of another British model—the DKR Manx Twin



include coffee and cream, grey with turquoise, and lilac and citrus yellow.

Not least in the **Lambretta** display is a complete service bay on the lines of those introduced in various parts of the country during the past year or two. There visitors can watch trained mechanics carrying out servicing and replacement operations.

Of the German scooters within the up-to-200-c.c. class, longest established in Britain is the popular **Zündapp** Bella, made in 148 and 199 c.c. versions. A selection of eight Bellas is to be found on Stand 57, some on plinths and some on the floor. Several eye-catching new two-tone colour schemes have been introduced, including the exotic-sounding Tropicana turquoise with greystone white and Kashmir blue with Deauville blue. A third scheme, tartan red with grey, is borrowed from the Ambassador Super S motor cycle and looks equally effective on a scooter.

The sturdy and efficient **Dürkopp** Diana has won itself quite a following. Itself no sluggard, the Diana is joined on Stand 94 by a higher-performance model named Diana Sport. It has a tuned version of the fan-cooled 194 c.c. two-stroke engine and is improved in several other respects. The example on show is finished in terra-cotta and two of the five

range (56) is made in England from Italian designs. As usual, **Vespa** have a large stand embodying an animated display. This year it consists of the three scooters in the range—the 124 c.c. Standard and 145 c.c. Clubman and Gran Sport—moving up and down on a short section of dummy roadway at the end of which is another machine on a turntable.

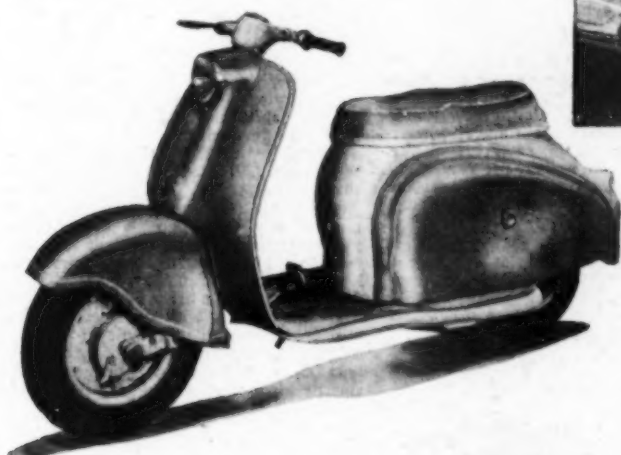
Among the large number of **Vespas** on the stand is that on which **André Baldet** and **Dennis Christian** covered 100 laps of the gruelling T.T. Mountain course in

standard Dianas have new two-tone finishes. Another is coupled to a Munich-built Royal sidecar.

On Stand 27, N.S.U. are making a big splash with the appealing new Prima III KL, a 148 c.c. model of similar basic layout to the familiar 174 c.c. Five Star Prima but with a kick-starter and selling at a considerably lower price. There are three examples of the newcomer, all with vivid two-tone paintwork; one of them is turntable mounted. Two Five Stars and three of the earlier Prima D scooters, all in equally striking colours, complete the array.

Yet another German scooter is the 174 c.c. Heinkel Tourist (84) and it

Right: On the Zündapp Bella model 204 the dual-seat hinges along one side to permit access to the filler cap. Below: Sleek British newcomer — the 173 c.c. Panther Princess



#### SCOOTER STANDS AT A GLANCE

|               |    |                |    |
|---------------|----|----------------|----|
| Bitri ...     | 85 | Mane ...       | 71 |
| Bond ...      | 58 | Manorhin ...   | 66 |
| B.S.A. ...    | 45 | Morob cane ... | 68 |
| Dayton ...    | 32 | N.S.U. ...     | 27 |
| D.K.R. ...    | 62 | Panther ...    | 41 |
| Dunkley ...   | 76 | Peugeot ...    | 64 |
| Dürkopp ...   | 94 | Phoenix ...    | 94 |
| Guizzo ...    | 79 | Prior ...      | 90 |
| Heinkel ...   | 84 | Puch ...       | 83 |
| Iso ...       | 69 | Sun ...        | 38 |
| Jawa-CZ ...   | 71 | Terrot ...     | 41 |
| Lambretta ... | 72 | Vespa ...      | 56 |
| Malco ...     | 70 | Zündapp ...    | 57 |

differs from all the other medium-capacity models in having an overhead-valve engine. Included in the display is a Tourist part-sectioned to reveal the constructional details.

From nearby Austria comes the Puch (83). One of the latest 147 c.c. SRA150 Alpine models in gleaming red and cream occupies a commanding position on a turntable. Surrounding it are two more SRA150s (one in the same colour scheme and the other in two-tone blue), three SR150s (similar but with a kick-starter instead of electric starting) and a sectioned engine.

From nearer home, two makes of French scooter are displayed. One is the one-fifty Motobécane Mobyscooter (68) of which three plinth-mounted specimens are on view, all in the new *eau de nil* and maroon finish; one of them is equipped with a number of accessories.

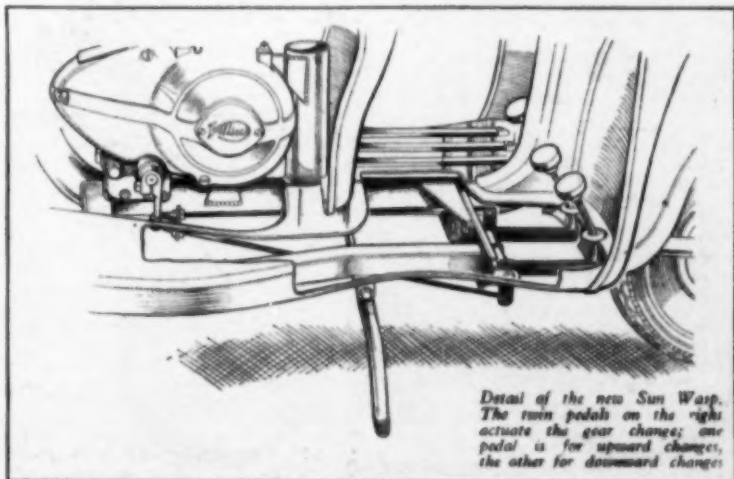
The other French make is Peugeot, seen on Stand 64 where the exhibits include two of the *Elégante* models which are new to England. The newcomer has the same 147 c.c. power unit as the earlier machine, now renamed *Elite*. On the stand is the cream *Elite* model which covered 1,015 miles in a 24-hour test at Goodwood not long ago. Another *Elite* which completed 964 miles in the same run is shown fitted with a commercial box sidecar.

Completing the second category are

three continental scooters, the German 191 c.c. Prior (which is joined on Stand 90 by a new 123 c.c. model), the Italian Iso of 146 c.c. (69) and the interesting Czechoslovak 171 c.c. Cezeta (71) built by the Jawa-CZ concern.

The only British contenders in the under-100 c.c. category are the neat Sun

Geni (38) and the Dunkley (76). The Geni is fitted with the Villiers 98 c.c. two-speed engine-gear unit, but the three Dunkleys have overhead-valve engines of 49, 61 and 64 c.c. A most interesting feature on the Dunkley Stand is the Do-It-All, a commercial-sidecar version of the light scooter.



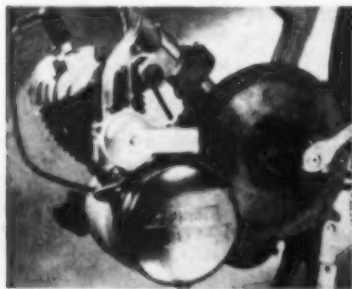
Detail of the new Sun Wasp. The twin pedals on the right actuate the gear changes; one pedal is for upward changes, the other for downward changes.

Manufacture of the 74 c.c. **Hobby** scooter with its simple automatic transmission has been handed over by D.K.W. to the French Manurhin concern; examples are exhibited on **Stand 66**. Other continentals are the **Jawa** 49 c.c. scooterette, the 100 c.c. **Manet** light scooter—both found on **Stand 71**—and the **Puch** VSK50L, another 49 c.c. scooterette. Finished in black and cream, one of these well-equipped Puch models is displayed to advantage on a turntable on **Stand 83**.

## Mopeds

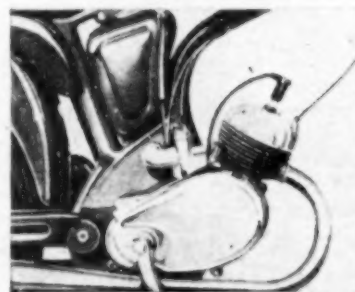
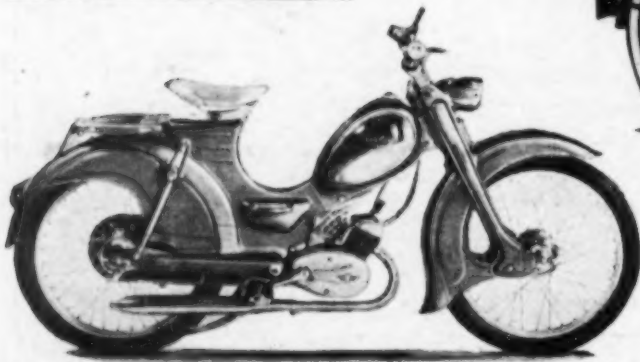
**THE** Raleigh **Stand (37)**, for so many years a mecca only of muscular pedallers, now has the moped look in a big way. Surmounting a pyramid of coloured panels revolving anti-clockwise is a basic model in two-tone grey, rotating in the opposite direction and with its wheels turning relentlessly as if to challenge the three models which averaged nearly 27 m.p.h. for 24 hours at Goodwood the other day.

One of those models, indeed, is among the four backing up the centre-piece. The other three comprise one in standard trim, one equipped with panniers and another with legshields, windscreen, speedometer and horn. Of interest to the technically inclined are two manually operated sectioned engines, while two



Above: Power unit of the 49 c.c. N.S.U. sports Cavallino

Left: Power unit of the newly introduced Raleigh moped



Above: Designed by a famous Italian stylist, the Norman Lido with new Villiers engine

Left: One of the world's most famous mopeds—the German Zündapp Combinette

showcases illustrate cutaway components and servicing facilities.

The sleek new **Villiers (101)** two-speed moped engine is well to the fore in the **Norman (33)** display—spectacularly so in the striking new **Lido** model, the unconventional lines of which bear obvious witness to styling by a leading continental expert. The other model shown—a **Nippy**—has equally pleasing though more conventional lines.

Traditional construction without flourish is evident in the **Lambretta** on **Stand 72**. And the Rex-engine **Gadabout** on the **Phillips Stand (52)**, though almost equally unpretentious, displays on close inspection its unusual frame layout, consisting basically of two D-section tubes back to back; a last-minute introduction by Phillips is a utility single-speeder. For colour and robust lines the **Itom Esperia** on **Stand 87** can hold its own with the best—and if you have an eye for detail you may notice that it has coupled brakes. Just arrived from Italy is the new **Junior** model with clutch, and sprung wheels.

Many thousands of examples of the **N.S.U. Quickly** are in daily use as reliable, ride-to-work transport. But take a second

THE MOTOR CYCLE, 13 NOVEMBER 1958

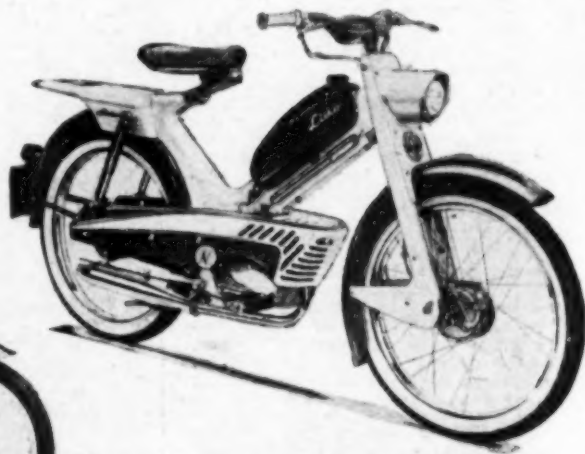
look at **Stand 87**. Yes, that racy-looking job is also an **N.S.U.**! It is, in fact, the gay **Cavallino**, a moped with all the dash of a sports-model motor cycle—in miniature.

The original **Quickly**, the standard **Model N**, is shown in normal state and also fully decked-out with the range of **N.S.U.** accessories. And for the mechanically curious there is a sectioned engine-gear unit to be studied. Green and blue are the coats worn by the two de luxe **S** models while the more elaborate of the orthodox **Quicklys**, the **Model L Super**, has a two-tone finish of lido blue and pearl grey.

Another model in the **Cavallino** vein is the sports variant of the new **Belgian F.N. (75)**, with a high, bulbous fuel tank spanning the gap between the steering head and the nose of the dual-seat. Besides that model, **Standard**, **de Luxe** and **Super de Luxe** versions are shown, with varying degrees of enclosure and weather shielding. All have telescopic front and pivoted rear forks.

Shipping and H.M. Customs permitting, **Dots (28)** plan to show no fewer than six **Dot-Vivi** models from Italy. And **Binetta (69)** seem to believe even more firmly that there is strength in numbers, for the total of their exhibits is nine. They are, as ever, extremely handsome and beautifully made. The display comprises a brace of **Super Sports Mark III** models with two-speed transmission, two more in three-speed form, four corresponding models of **Mark IV** type (equipped for pillion work) and one smartly dressed blue-and-grey **Mark V** model.

No display of mopeds would be complete without the **Motobécane (68)** **Mobylettes** with their automatic transmission system. The **Standard** model still features the long-established, road-speed-sensitive clutch, but the other





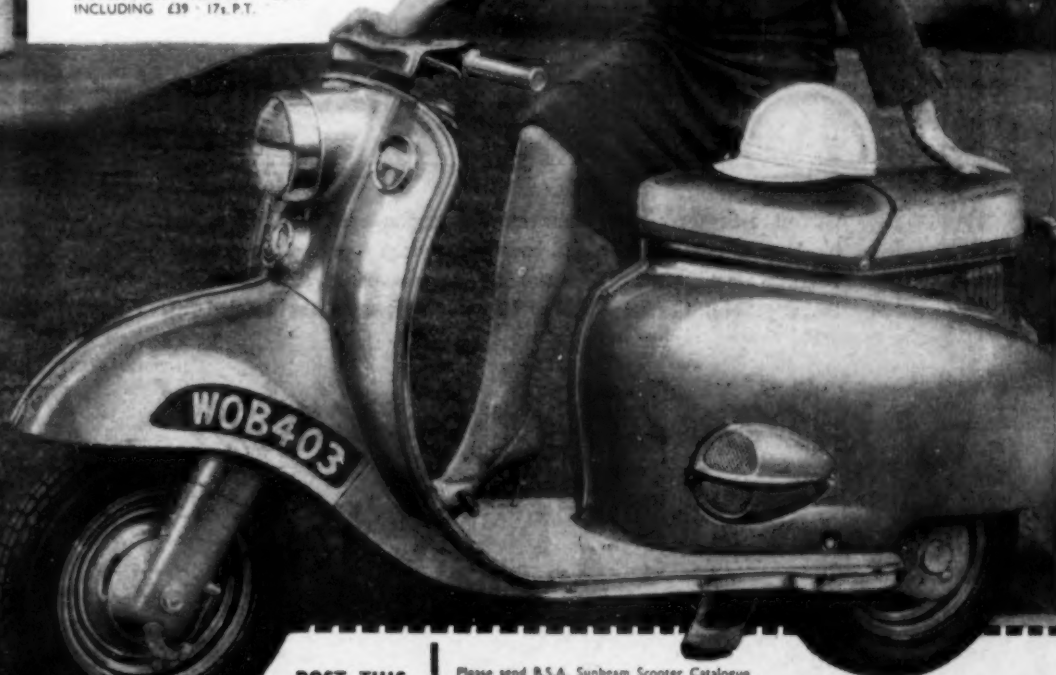
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## MOPED STANDS

|                 |     |               |    |
|-----------------|-----|---------------|----|
| Binetta ...     | 69  | Isom ...      | 87 |
| Bown ...        | 30  | Jawa-CZ ...   | 71 |
| Cyclemaster ... | 127 | Lambretta ... | 72 |
| Dot-Vivi ...    | 28  | Peugeot ...   | 64 |
| Dunkley ...     | 76  | Phillips ...  | 52 |
| Dürkopp ...     | 94  | Powell ...    | 92 |
| Express ...     | 49  | Prior ...     | 90 |
| F.N. ...        | 75  | Puch ...      | 83 |
| Maserati ...    | 79  | Raleigh ...   | 37 |
| Motobécane ...  | 68  | Victoria ...  | 88 |
| Norman ...      | 33  | Zündapp ...   | 57 |
| N.S.U. ...      | 27  |               |    |

three models (De Luxe, Super de Luxe and Mobymatic) all incorporate the Dimoby double automatic clutch which is sensitive to engine speed also, and thus permits starting from rest without pedalling. The Mobymatic, of course, has automatic change for the three-speed gear box.

What more? For the connoisseur there are the Zündapp (57) Combinette and Falconette. There are, too, the various Victoria (88) models and three sleek Bowns (30); the standard model is in kingfisher blue; of the two De Luxe versions one is in maroon and the other in two-tone blue.

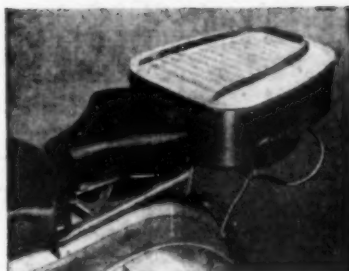
## Accessories

"THE wind on the heath, brother," might have been all right for George Borrow—but he wasn't a scooterist. Otherwise he might have looked for protection from that same wind! Modern riders have a bewildering choice of attractive screens, many of them designed to suit their own particular machines. For instance, from Motoplas (Stand 166) come two completely new screens, for the Clubman Vespa and TV175 Lambretta, employing special clamps to ensure that the handlebar finish is not impaired; designated Tri-point, they feature an unusual triangular mounting strut with flexible-plastic attachments.

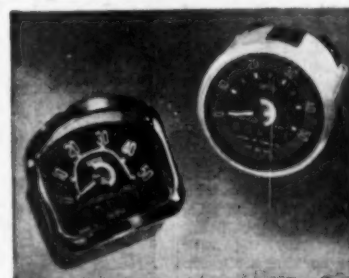
A relatively new name in windscreens is Stratford (yes, from Stratford-on-Avon), whose list on Stand 172 includes models for most scooters, including Puch, Dayton, Peugeot and Prior, while for the DKR range there is a moulded Perspex screen incorporating a polished aluminium drip channel; Stratford have a neat universal screen in moulded Cobex, too.

Stadium (Stand 137) offer the Dyno-flow, generous in width and designed to lessen wind resistance, to which a neat little rear-view mirror with a polythene case can be clamped. And, of course, on Stand 125, Nannucci display screens from Italy, specially for Lambretta and Vespa models. Windscreens makers of long standing, Britax (Stand 127) have several styles on display.

You wouldn't consider spoiling the lovely, smooth lines of your scooter by hanging a multitude of parcels by string from the back of the seat? Of course not; nor is there any need to, for well-designed carriers and pannier sets are available which enhance the model's appearance—



Below: Two Smiths exhibits—scooter and moped speedometers—are said to be among the smallest magnetic instruments produced in their particular field



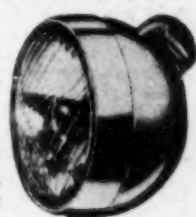
Below: Another first-time display—Motoplas Tri-point screen for the Clubman Vespa



and its usefulness. Wistonia (Stand 184), to mention only one firm, are past-masters of scooter-carrier design, and their catalogue lists several models which carry the spare wheel beneath the tubular carrier frame (the frame, incidentally, has an extensible platform for those l-a-r-g-e parcels). Paired pannier bags in colours to match the scooter are also on display.

Lyceit (Stand 183) have something really elegant in the Triple Suite, a set of matched scooter luggage which comprises a travel case and two panniers with internal stiffening; the covering is of double-texture rayon in grey, or Gordon or Royal Stewart tartan. From the same range is

Right: Latest Lucas headlamp for mopeds



Left: Novelty by Raydyot—Scootboot for luggage, or for safety helmet stowage



Miniature battery charger for 55s! This novel Wipac mains-energised instrument, for attachment to one's machine, charges at 1 to 1½ amps

a capacious, lockable bag to be mounted on the weathershield.

Or why not a folding carrier for the front of the weathershield, tucking away neatly when not in use? Nannucci have a number of styles, both for Lambretta and Vespa scooters. A real novelty by Raydyot on several accessory stands is the Scootboot—an apt name, for it is a lockable, pressed-steel luggage container for carrier mounting, with room enough for three safety helmets, or for spare clothing and picnic gear. The base is sponge-lined (no annoying rattles!), and the whole boot is waterproofed.

Product of one of the country's largest battery concerns, the new Silver Exide 3-ER5 (Stand 152) has a special cover to direct gas discharge to one end, where it may be piped away; for another scooter battery, the 3-EN5, unspillability is claimed. The slim, scooter batteries shown by Lucas (Stand 181) have cases also in translucent polystyrene.

A Britax electric highlight is the Flash Switch assembly of four amber-lens direction-indicating lamps, with a switch which gives visual warning that it is in operation.

Chromium-plated flashes, footboard extensions and other accessories—seen in profusion on a number of stands—help to give a scooter individuality. White-wall tyres are shown by both Avon (Stand 25) and Dunlop (Stand 24), while the Dunlop range also includes tubeless scooter tyres.

Mirrors can be both pretty and practical, and both Stadium (Stand 137) and Motoplas have handlebar-fitting types in coloured plastic.



**W**HEN asked the other day just what it was I saw in scooter clubs and what their objects and activities were, I paused a moment to reflect. How was it that I ever became involved in the hectic round of club life? I decided that perhaps the best way to answer was to explain my own experience—to describe how I came to join a scooter club in the first place and why I continued, and shall continue, to support my club, which I regard as the open sesame to all that is best in scootering.

When I first became the proud owner of a 148 c.c. scooter, I cared for it as a mother cares for her child. This was pointed out to me on more than one occasion, as a new baby had arrived in the family at about the same time! My wife would ask what it was about the scooter that took up so much of my time—surely, she asked, I didn't have any nappies to wash for it? I would mutter something about women not understanding such things, and get on with the polishing. At weekends I used to dash all over the countryside, and in my own way was quite happy. Roughly five months later I had covered sufficient mileage to warrant giving the engine a decoke.

Now ever since I was about three years old I have been of a mechanical turn of mind. I used to dismantle watches or any suchlike article when it was left unattended for any length of time. After reassembly, sufficient parts usually remained almost to enable me to build a duplicate of the original. Even with that memory clearly in mind I decided to attempt the job personally—perhaps hoping secretly that, with any luck, I might have two scooters instead of one when the operation was over! It did not work out quite like that, however, because at the end of the job there were no extra parts lying around. As it had taken me exactly 12 hours to complete the work, I thought that perhaps I had tired about halfway through, and that this must have had some unforeseen effect on me. I had not been aware that I was replacing everything.

But, I decided, if I were to continue to service my own machine, I would have to cut down the time spent in the garage. I had heard of a scooter club in my area which catered for my particular make of machine, so I decided to go along to



*Above right: Typical scene from a club get-together—this one is at Bristol. Above: Two riders cross Ballaugh Bridge while competing in the great Isle of Man Scooter Rally. Right: A valuable facet of club life—learner training by experts*

find out what it was all about, and to see if anyone knew how to decarbonize an engine in under 12 hours.

Having first made certain where the club met and at what time, I went along, timing my arrival, so I thought, to coincide with the opening of the meeting. How little I knew about scooter clubs! The H.Q. was a public house, in front of which there was a car park, where I found about 30 machines drawn up as though for inspection by a general. Some sort of inspection seemed to be going on at that moment, for marching up and down the ranks were several individuals making such remarks as: "Front tyre bald," "New carrier, scratched already," and many others. I positioned my machine at the end of the row which, I hoped, had already been inspected. Then I approached two girls to ask how to join the club.

We immediately became involved in a highly technical con-

## Why Join a Club?

IAN HILLS, SECRETARY OF THE NATIONAL  
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# Vespa

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versation about oil-to-petrol ratios, how to clean contact-breaker points with a nail file, and so on. Then one of the girls, looking me straight in the eye, said, "How do you prevent whiskering?" Suspecting a leg-pull, I replied, "I shave every morning." Their expressions told me that I had failed to understand the deeper meaning behind the question, so I hastily added, "Look, I want to join this club. How do I go about it?" All I had to do, I was told, was to attend a few meetings, see if I liked the club and then, should I decide to stay, I should very soon afterwards have the treasurer on my tail for the necessary subscription.

In due course my subscription was paid and I became a fully fledged member. By then I had discovered that there was a club garage where, under supervision from a more mechanically advanced member, one could service one's own scooter and use



Left: Scene from another rally—at King's Lynn, Norfolk—as a rider attempts to ride between obstacles without touching the ground with his feet. Right: While a timekeeper waits in readiness, competitors prepare to enter a control in a road trial

the club's tools for a very small charge. I learned how to decoke my engine in a twelfth of the time it took me on my first attempt, and many other useful tips as well. On one occasion I took my engine to pieces, down to the very last nut and bolt, and managed to reassemble it so that it still worked efficiently, much to the surprise of everyone, me included.

Club runs are held every Sunday throughout the summer months. Places of interest are visited, trips are made to the coast for swimming or whatever form of recreation members may favour. On the runs machines travel in single file at about 25-yard intervals, at speeds which enable even learners to ride with perfect confidence and in absolute comfort. We rarely hurry. We arrange to meet other clubs and, perhaps, challenge them to games of cricket or football. We hold barbecues and fancy dress outings. There is virtually nothing we don't do! Nearly every weekend a road trial or rally will be held somewhere, by other clubs or organizations, and the more competitively minded members enter and proudly bring back prizes to exhibit in the club room.

Perhaps once a year a club will hold a road trial open to members of other clubs, and everyone pitches in to make it a success. Parties of club members go camping or to holiday camps—and the tales that are told and retold on their return keep everyone entertained for a very long while afterwards. Members with cine cameras take films of most of the happenings during "the season" and when the winter comes and outside activities are curtailed, the films are shown during club meetings, bringing back vividly happy memories of summer.

During week evenings, the social secretary will arrange outings to theatres, for members to play tennis or darts, go ice skating or dancing, to attend the social functions of other clubs for which invitations have been received. Some meetings are devoted to demonstrations and lectures given by manufacturers' representatives and valuable information on maintenance and overhaul are passed on.

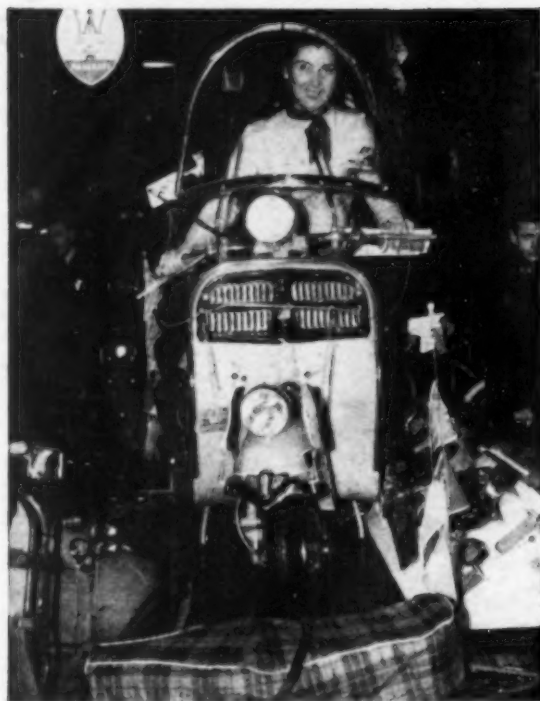
People from every walk of life are represented in almost any scooter club. All, however, have something in common: love of their hobby. It really is something to see a bank official tinkering with the works of the labourer's scooter, neither man feeling awkward in the other's company. New and lasting

friendships are made and one meets people who might otherwise never have entered one's life but for the scooter and the social revolution of which it is symptomatic.

Every member is an important cog in the club wheel and the community spirit is intense. The objects of most scooter clubs are the same: to further the sport and pastime of scootering, and to assist in, and develop, the welfare and pleasure of scooterists generally. Those are reasons enough, surely, for anyone to want to join and support his or her club. As a matter of interest, after three years' practise, I have just completed a decoke in 35 minutes. But I still do not have enough parts left over to build another scooter!

To the victor the spoils: this pretty miss with the trophies collected at a big Lambretta rally





## "Offering Yourself Up"—

AT THE SHRINE OF THOSE FABULOUS SCOOTERS

By MARY CARMICHAEL

**I**MPULSE buying is all very well for soap or cigarettes. They don't cost much and a mistake is soon forgotten.

But to buy a scooter because the name is familiar or you like the colour is just plain lunacy. There will be about 65 different scooters at Earls Court on Saturday ranging in price from about £75 to £250; in engine size from 49 c.c. to 277 c.c.; from single- and twin-cylinder two-strokes to vertical-twin four-strokes; in colour, from neutrals to dazzlers. Virtually every make on sale in this country is there for you to see. The choice is embarrassingly difficult.

Several methods of selection are open to you. Possibly the most popular, yet least to be recommended, is to stroll round the exhibition hall in a daze, stopping at every stand where a scooter happens to be on show and staying there for a while, staring and picking up snippets of other people's conversation. After a time, the exponent of this method usually finds that he has somehow turned the full circle and is gazing at a model which has already been under scrutiny, while other models remain unseen.

Another method is favoured by feminine scooterists—one that throws the onus of the choice on the buyer's instinct. The stands are toured in any order, the visitor stopping as the spirit moves her, so that she may pause in silent contemplation, considering whether human and machine can, in a particular instance, be fully in tune.

The approach which probably yields most lasting satisfaction is to think before you look and look before you choose. Wise buyers think first of the qualities their scooters must have, then of those they would like also. If long-distance touring is your

aim and your need is for real power then there is no point in poring over models in, say, the under-150 c.c. class. Contrariwise, if economy must be your watchword, and your machine is to be used for short, town trips, then it is to the machines in the smaller-capacity groups that your steps must lead.

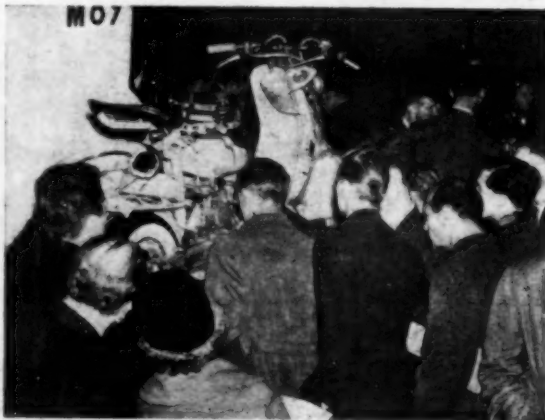
Having laid your plans with some precision, visit Earls Court with an open mind. Many of the scooters you will see are from vast, world-famous factories; others come from small engineering concerns of which you may know very little. Ignore that aspect of the matter for the moment—although it can be important in terms of after-sales service. Try to judge every machine on its own merits and on its fitness for meeting your demands.

The heart of a scooter is its engine; that goes without saying, I know. But there is such a bewildering variety of sizes and types available! On the engine can depend very largely a scooter's weight, its price, its road manners—and its thirst. A 250 c.c. engine gives you a touring speed comparable with that of a sporting lightweight motor cycle or a reasonably modern light car and 50 m.p.h. cruising can be yours for the asking. A 50 c.c. scooterette can sail past any bicycle with plenty to spare. But remember that a 250 c.c. scooter is likely to cost over £200 and to weigh around 300 lb, whereas the 50 c.c. machine may cost only £70 or so and weigh around 100 or 120 lb.

Noise and "effort" characteristics of the large and small engines, too, are very different. Because a big engine develops its power at lower revolutions it is less "fussy" than an engine of smaller capacity. Of course, no quality scooter these days can honestly be described as obtrusive. But it is roughly true to say (and certainly one should expect) that the bigger the engine the lower should be the phon output from the silencer or silencers. Another scooter feature which is basically governed by engine size is the capacity of the fuel tank. True, a big engine will display a greater thirst than will a small one. But riders who anticipate long journeys, especially at



*Above Left: Imagination runs riot—she would obviously like the lot! Right: A young enthusiast really "offers himself up." Below: Crowds throng scooter exhibits at the last Earls Court Show*





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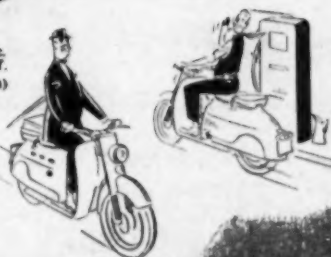
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night, will look carefully at the variations between fuel-tank capacities on machines of equal engine size.

Some novices, anyway, want to reduce gear-changing to its lowest common denominator. Engine capacity is important in that direction, too, for it is axiomatic that the smaller the engine the greater will be the amount of gear-changing required. Yet, is gear-changing really such a chore? Yes, some twistgrip types, I know, fall below par in that the amount of travel of the grip may be too great, the movement sticky and lacking in precision. On the other hand, the best twistgrip gear changes can be as effortless in operation as a good pedal change.

Vital statistic so far as comfort goes was originally concerned with wheel diameter, which was said to have a direct bearing on the scooter's handling and roadholding characteristics. But I suggest that there is a lot of mumbo-jumbo current on the subject of "small wheels." Some riders allege that small wheels mean less comfort, less stability. Others, with equal truth, point out that they mean a lower centre of gravity and lower unsprung weight. Whatever the pros and cons, there is no denying the fact that the scooter boom the world over began and gained



"Fits me fine" expression from someone's girl friend who tries a Watsonian Bambini plastic sidecar at Earls Court

momentum, and flourished beyond all expectation, on 8in wheels. Draw your own conclusions from that!

What of springing? In general it is true to say that all—or nearly all—scooters provide a satisfactory degree of comfort. Front springing may be by means of a telescopic fork, by pivoted fork or by leading or trailing links attached to the bottom of the main fork members. There remains the odd utility, low-price scooter with unsprung rear wheel, but generally the practice is to mount the back wheel in a pivoted fork or on a pivoted arm. As in the case of the front fork, road shocks are absorbed by coil springs and hydraulic damper units. Boffins on the stands will explain the theoretical merits and demerits of each type to your (or their!) heart's content. In practice, in my experience, all present-day suspension systems ensure a degree of comfort virtually unknown in, for instance, the motor-cycle sphere in pre-war and immediate post-war years.

Wide variations in weight must, of course, be accepted as consistent with wide variations in engine size. The fact that a machine weighs nearly 300 lb may sound dreadful! Yet brief experience on the road proves that weight, as such, is not of major importance, except maybe when the machine is being man- or woman-handled between the garage or shed and the front gate. Unfortunately Earls Court offers no opportunity for a trial spin or a trial push! But it does offer one tremendous advantage. No one will prevent your sitting on a machine



One of the highlights of the forthcoming Show—the new two-fifty vertical twin o.h.v. Triumph Tiger

(or, as an engineer friend of mine puts it, "offering yourself up"). My own practice is to sit on every scooter in which I am interested, for only from the seat can one find out how well or how badly the controls are placed and whether their positions suit one's personal preference.

Last but probably the most important variable is price. Many would-be scooterists have a sort of vague notion of buying something light and cheap; probably £100 is the kind of figure they have in mind. Unhappily the number of genuine scooters which can be bought for that kind of money is very small indeed. For a little over £50 more the choice is wide open. It may be that you are reluctant to become involved in hire purchase. Good for you, but remember that to buy the lowest-priced machine may prove false economy, in that, having graduated on a small machine, you will immediately hanker after something bigger. The rule, always, should be to have a scooter which approximates most closely to your needs; and if that leaves you with a choice, then buy the best that your budget will run to.

A scooter is the open sesame to long-distance touring. This rider and his passenger are leaving an air freighter at Le Touquet and heading for the sun

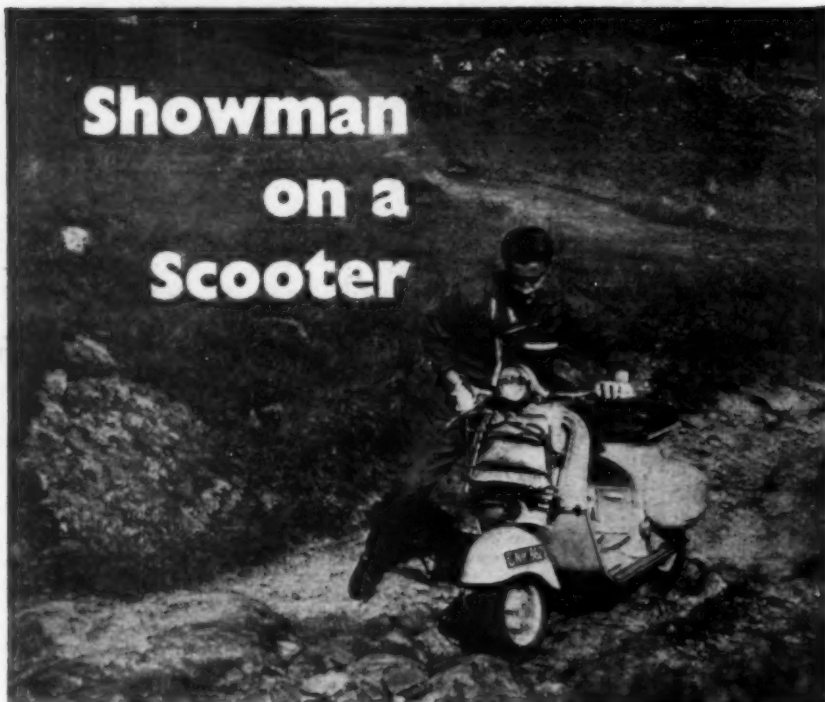


# Showman on a Scooter

A PROFILE BY

Bob Currie

ANDRE BALDET



*"The day of the climb was fine and warm." Hard work on the stony track leading to the summit of Snowdon*

A LITTLE rhyme, popular among American salesmen, claims that "he who whispers down a well of the goods he has to sell, will never make as many dollars as he who climbs a tree and hollers!" As his name suggests, André Baldet is not American but French—but he has certainly taken that maxim to heart. The goods he has to sell are scooters, mopeds and motor cycles, and if he doesn't exactly climb trees to holler, then he has at least climbed Snowdon on a scooter, covered 1,000 miles of the T.T. course in 24 hours, crammed a nine-country continental tour into ten days and ridden a moped on the Wall of Death; among other things.

Call his activities showmanship if you like. They are also a practical demonstration of the go-anywhere nature of modern machines—and, incidentally, of the remarkable stamina of the man himself. And it brings results, for from a scratch start in Northampton just three years ago Baldet has built up a thriving business in sales of two- and three-wheelers. That he has made good in so short a time is a tribute to his perseverance and also to his personality, for he has the capacity of infecting all those around him with his own brand of enthusiasm. Stockily built, black-haired, dark complexioned, he is a Frenchman of the Basque country and speaks a rapid and colloquial English with a distinct continental accent.

He knows his trade. He ought to, for he was born into it, and screwed to a shelf above his desk is a metal plaque (one of the type which a dealer attaches to a scooter weathershield or motor cycle mudguard) bearing the words "A. Baldet, Tarbes." That was André's father, and it was in the little town of Tarbes, in the Pyrenees, that André first learned to ride back in 1936, when he was but 13 years old. The ride was strictly unofficial, on a hotted-up 98 c.c. Motobécane—straight-through exhaust and a diet of alcohol fuel—which his father had taken in part-exchange for a new model; but Baldet senior had gone off to watch the Tour de France cycle race and the dead-straight road outside the shop was tempting. . . .

Wartime found young André in the French Fleet Air Arm in Algeria where, on one occasion, he acted as chauffeur to Mr.

Harold Macmillan, the present Prime Minister; in 1943 he was drafted to England for flying training with the R.A.F., and during his two years' stay he met and married a pretty Northampton girl.

In France after demobilization he partnered his father in a motor-cycle business in Toulouse, but after a year or two his wife grew homesick and so, leaving his father to carry on in Toulouse (which he did until his death last year) André and the fair-haired Elfrida returned to England with £5 each in their pockets. This time he was here to stay, first taking a job as a motor-cycle mechanic with a Northampton firm. Seeking an outlet for weekend energy he modified a 1928 Royal Enfield, in store since 1939 and a gift from his employer, and entered in a local trial. The cost of the conversion came to £6 and as the cash in hand did not run to trials tyres and special clothing he rode with a bald front tyre, and in leathers which he had brought with him from France; those leathers, by the way, were a reminder of an earlier venture into sport in 1947, as a road racer. Fergus Anderson shared the starting grid and André had a fine view of Anderson's rear wheel as the flag dropped!

But back to trials. The first event brought no reward, but the man is nothing if not determined, and he rode on Sunday after Sunday, gradually getting into the first-class-award lists in open-to-centre events and at last achieving a premier, still with the incredible Royal Enfield. In the summer, with Sun and Tandon lightweights, he took to scrambling, riding with a ferocity which brought a number of tumbles but also, as time went on, considerable success. And as his winnings accumulated he was able to afford a van to carry his mounts from one venue to the next.

But when, in 1955, he decided to set up in business for himself the van was sold to provide capital; and now we are back to Baldet the showman. In the assorted junk which formed the stock-in-trade of the old-established cycle shop which he took over were some Victorian relics including a small penny-farthing bicycle, and this he brought down into the showroom. One day a variety artist appearing at a Northampton theatre called in,





### A Frenchman with a Flair for Making News

on the offchance that André might have some spares for a 1918 Levis two-stroke (yes, 1918!) used in a stage adaptation of the Wall of Death. He was, of course, out of luck; but his eyes lit up at the sight of the ancient bicycle which might, he thought, do for a comic stage turn. Baldet made a present of the machine, and in return was given tickets to see the show. Just how it came about that he found himself circulating the Wall of Death—on a Mobylette moped from his own showroom—is none too clear, but it was an experience which he has no wish to repeat; there are easier ways of making a living!

But the word went round, and Baldet found that a flamboyant touch brought results. Of the ride itself he says that after a lap or two the sea of faces, indeed the whole theatre, tended



to merge into a blur, and so small was the wall diameter that he was riding with his head permanently twisted over his left shoulder.

Adding the Vespa agency to his business, André set out to popularize the scooter. Prominent in the Northampton branch of the Vespa Club, he took part in runs and rallies, but seeking fresh ground he organized, in February, 1957, the first scooter-cross meeting to be seen in Britain. This was a form of scooter scrambling, and though the weather was unco-operative and tumbles frequent among the less skilled riders it was a lot of fun; and, naturally, André himself got into the act, borrowing a fully equipped Vespa from a display stand in the foyer of a local cinema and ploughing round the muddy track complete with spare wheel, pennant mast and other trimmings.

Something even more spectacular was next on the list, for a month later Baldet, with Titch Allen, planned an ambitious coast-to-coast endurance run, with a pair of Vespa models and a team of riders. The target was a 732-mile trip in 24 hours, embracing two complete trips from Bristol to Boston and back and averaging over 30 m.p.h. for the run. That it was successful goes without saying, for Baldet has a sure touch, but it merely whetted his appetite for publicity.

What next? Well, nobody, for instance, had ever thought of taking a scooter and sidecar up Ben Nevis. Nor were they likely to, replied trials veteran Len Arundale, to whom the suggestion was made—but why not something a little less rugged? A ride up Snowdon, say, with a solo scooter? Len himself went along to show Baldet the Llanberis track and the climb was on. A preliminary tryout over local rockery showed that the front wheel was inclined to lift on ultra-steep gradients; the answer was to fit a carrier to the front of the weathershield, and mount a sandbag thereon.

The day of the climb was fine and warm, and on sidecar gearing André struggled to the top in 1½ hours, with no outside assistance. Officially, the object was to show that the modern scooter is capable of doing amazing things under all sorts of conditions; unofficially, the man from Tarbes is a schoolboy at heart and a stunt such as that was an outlet. He really enjoys physical effort as an antidote to weekday mental strain.

There is something else, too. "If you are looking for what makes André tick," says Elfrida, "don't forget me!" That's true, for Didi, as André calls her, is as fine a second as any

*Top of page: First of Baldet's Isle of Man escapades last August was 1,000 miles on the Mountain course in under 24 hours on a 171 c.c. James Covalet; the average speed on open roads was nearly 42 m.p.h. Left: Leaping during the first scooter-cross in Great Britain*



*Zealful riding by André Baldet during his scrambling days. His mount is a 197 c.c. Tandon Kangaroo—and to judge from the picture no model name could be more apt! The venue is the Sywell course, Northants, and the time is the summer of 1954*

boxer ever had in his corner, encouraging him in every exploit and as ready to click stopwatches or operate a lap-scoring chart as to hand out coffee and sandwiches during a re-fuelling stop.

No sooner had he returned from Snowdon to Northampton than André was making plans for another demonstration, this time of a Mobylette at Silverstone; for nine hours he went round and round to top up a score of 278 miles—that works out at 31 m.p.h. which, for a moped, is darned good going.

In February this year came the most arduous of the Baldet experiments, in which he set out to show that a scooter and sidecar could do much the same kind of work as a similarly equipped motor cycle. Nine countries in ten days was the aim, the machine a Gran Sport Vespa with Watsonian Bambini sidecar and, as always, the aim was achieved. But that bald statement overlooks the performance of André himself, who kept going for mile after mile and snatched but 14 hours sleep throughout.

The ending brought anti-climax for, though he arrived at Ostend on schedule, with his wife in the sidecar for the final lap, a blizzard in England interfered with the cross-Channel air service. He had been expected in London by 6 p.m., and television and newsreel cameramen were waiting to greet him. Eventually, after the plane had been delayed at Calais airport, he reached Lydd, where he found the gale so strong that the Vespa could reach 40 m.p.h. on the runway—with the engine switched off and the windscreen acting as a sail! Leaving the machine, he finished the journey by train and arrived, after the party had dispersed, at 10.30 p.m. A room had been booked for him at the Savoy Hotel in London and the sight of Mr. and Mrs. Baldet, in travel-stained motor-cycle clothing and with a two-days' growth of beard on André's chin, caused many an aristocratic eyebrow to rise.

Physically, André doesn't tire; his reserve of energy is so deep that he can keep going almost indefinitely without rest—in that continental tour he drove for 529 miles in one day—but he does need occasional mental relaxation, and when that is not forth-

coming he begins to get edgy. On the other hand, he can cat-nap at a moment's notice, anywhere, and after only an hour or two he wakes completely refreshed. Unlike other long-distance riders, he finds no use for pep pills or glucose tablets as an aid to alertness. "What," I asked, "do you think about on a long trip, or when circulating Silverstone or the Isle of Man for hour after hour?" The answer was to the point. "The job in hand and nothing else," he replied. "Concentration on the road ahead is just as necessary on a scooter or lightweight at 45 m.p.h. as on a racing machine at racing speeds."

This summer came a double assault on the Isle of Man T.T. Mountain course. Seeking new fields, Baldet discussed with Dennis Christian, the Manx racing star who is now his workshop manager, a number of possible ventures when Dennis recalled that, back in 1930, a Dunell five-hundred had covered 350 laps of the famous circuit in 16 days. That had certainly made headlines; and why not something on the same lines but rather less ambitious?

Eventually, a test of 1,000 miles in 24 hours was decided upon—a little too high a target for a scooter, maybe, but surely within the capabilities of a lightweight motor cycle? Dennis and André made a preliminary survey of the Island, taking with them a one-fifty Arc-en-Ciel Vespa (Baldet's own special version of the Gran Sport model) and a one-seven-five two-stroke. The scooter, it was found, could lap comfortably in the hour, even with traffic distractions, while the motor cycle times were distinctly encouraging. The test was on, and it would be a dual one, with the motor cycle—a 171 c.c. James Cavalier—tackling the 1,000 miles schedule, followed almost immediately by a team effort on the Vespa with Dennis and André sharing the saddle in an attempt to pack 100 laps (3,773 miles) into 100 hours.

Both models were taken from showroom stock, with the only preparation of the James confined to the duplication of control cables (not needed, as it happened) and the replacing of the standard chain by one of racing pattern—just to be on the safe side. Baldet rode the James for the entire 24 hours, observing all halt signs and 30-m.p.h. limits, and completed the run with eight minutes in hand. Average speed for the test was 41.9 m.p.h., fuel consumption 71 m.p.g., and the only "incidents" a broken spot-lamp bracket on the second lap and a footrest replaced during the night after the original had been wiped off by too-enthusiastic cornering.

That was on the Sunday, and after a much-needed meal and a night's sleep André wheeled out the Vespa for the second part of the saga. With the aid of a large windscreen he found that, at times, he was touching 70 m.p.h. on the drop down the Mountain from Kate's Cottage to Craig-ny-Baa, and from the Craig down to Hilberry, while the scooter was whistling round Hilberry with the speedometer needle registering 60 m.p.h.!

But the weather was none too good, and in the thick fog of Tuesday night he misjudged Black Hut bend, on the Verandah section of the Mountain road, and the machine landed upside-down in the ditch. The lights had gone out and the night was pitch-dark, but by feel alone he found the scooter, righted it, and set to work to straighten the twisted handlebar; the headlamp was smashed and the fog-lamp bracket broken, but at least the fog-lamp could be made to work and so, jamming it on to the broken bracket, Baldet pattered round to the pits. The lap had taken 63 minutes (earlier, a lap in 49m 18.2s, equal to 46 m.p.h., had been recorded in the traffic-free dawn light), but after a pit stop of nearly an hour and a half the machine was made rideable once more and the test carried on. For the final stretch Dennis, the co-rider, mounted the pillion seat and with a combined load of over 28 stones the machine purred triumphantly over the finishing line.

Baldet is a showman in more ways than one. As his business developed, he found that the class of custom he was attracting demanded something better than the usual congested motor-cycle shop. And so he engaged a prominent interior decorator to design for him a shop to be devoted entirely to the sale of scooters and accessories; the result, with contemporary furniture and fittings, might serve equally well as a Kensington coffee bar, but the customers appreciate the change—and the designer, himself a scooterist, became so immersed in his work that he is now manager of the new shop!

Right now, André is planning further endurance tests, and if all goes well then one of them should coincide with the opening of the Earls Court Show. It is all good publicity. And what was that again about climbing a tree to holler? That rhyme is true, you know; and there are plenty of trees left.

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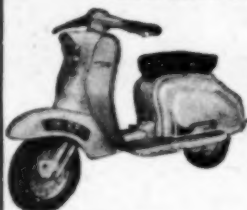
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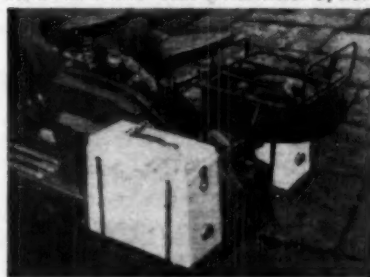
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ALBANS, Herts</b><br/>Charles Motor Depot,<br/>164, London Road.<br/>Phone: 183</p> <p><b>SUTTON, Surrey</b><br/>St. James' Garage (Sutton) Ltd.,<br/>Cham Road.<br/>Phone: VICTORIA 2286</p> | <p><b>TAUNTON</b><br/>Stanley Shive,<br/>38, East Beach.<br/>Phone: Taunton 5278</p> <p><b>TOTTENHAM, N.17</b><br/>Latham Motors Ltd.,<br/>706, 708 &amp; 710, High Road.<br/>Phone: TOTTENHAM 3231-2487</p> <p><b>TROWBRIDGE, Wilts</b><br/>R. U. Holway &amp; Son,<br/>58, Stallard Street.<br/>Phone: Trowbridge 3068</p> <p><b>DIANA</b></p> <p><b>TROON, Ayrshire</b><br/>Cooper Bros.,<br/>117-120, Templehill.<br/>Phone: Troon 925</p> <p><b>ISO</b></p> <p><b>BRISTOL</b><br/>Foster's of Bristol,<br/>79-105, Grosvenor Road.<br/>Phone: 51553 &amp; 5</p> <p><b>LIVERPOOL</b><br/>The "Star" Cycle &amp; Motor Co. 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| <p><b>BOND</b></p> <p><b>BOURNEMOUTH</b><br/>Kimbrough Motors Ltd.,<br/>588, Chalmers Road.<br/>Phone: Winton 1862</p> <p><b>HAYWARDS HEATH</b><br/>Steele,<br/>Facing the Broadway.<br/>Phone: HAYWARDS Heath 254</p> <p><b>NORWICH</b><br/>Foster Motor Co. Ltd.,<br/>Aylsham Road.<br/>Phone: Norwich 43054</p> <p><b>PRESTON, Lancs</b><br/>Loshams Garage Ltd.,<br/>Charley Street.<br/>Phone: Preston 4382</p> <p><b>READING</b><br/>Jack Hill,<br/>75, Southampton Street.<br/>Phone: Reading 61321</p> <p><b>B.S.A.</b></p> <p><b>ABERDEEN</b><br/>George Cheyne (Cycles) Ltd.,<br/>117 &amp; 147, Holburn Street.<br/>Phone: 50341</p> <p><b>BATH</b><br/>R. U. Holway &amp; Son,<br/>5, Barton Street.<br/>Phone: Bath 5054/54301</p> <p><b>BIGGLESWADE, Beds</b><br/>Byrads,<br/>25, 27 &amp; 78, 74, Shortwood St.<br/>Phone: Biggleswade 3189</p> <p><b>BIRMINGHAM, 6</b><br/>Aston Auto Motors,<br/>175-177, Aston Road.<br/>Phone: Aston Cross 7071-7075</p> <p><b>BRISTOL, 6</b><br/>S. J. Fair Motors Ltd.,<br/>201-3, Cheltenham Road.<br/>Phone: 46258</p> | <p><b>DAYTON</b></p> <p><b>BIRMINGHAM, 6</b><br/>Aston Auto Motors,<br/>175-177, Aston Road.<br/>Phone: Aston Cross 7071-7075</p> <p><b>LONDON, E.17</b><br/>Hoe Street Garage Ltd.,<br/>414-416, Hoe St. Walthamstow.<br/>Phone: CUPPERHILL 1210</p>  | <p><b>D.K.W.</b></p> <p><b>LONDON, N.W.10</b><br/>Alan Jackson Motor Export Ltd.,<br/>1906, Harrow Rd., Ennall Green.<br/>Phone: Ladbroke 2795</p> <p><b>OXFORD</b><br/>Fragh's,<br/>35, Park End Street.<br/>Phone: Oxford 47456</p> <p><b>PARKSTONE, Dorset</b><br/>Bob Foster,<br/>479, Ashley Road, Poole.<br/>Phone: Parkstone 3506</p> <p><b>D.M.W.</b></p> <p><b>BRISTOL, 6</b><br/>S. J. Fair Motors Ltd.,<br/>201-3, Cheltenham Road.<br/>Phone: 46258</p> <p><b>DOUGLAS VESPA</b></p> <p><b>ABERDEEN</b><br/>George Cheyne (Cycles) Ltd.,<br/>117 &amp; 147, Holburn Street.<br/>Phone: 50341</p> <p><b>ASHFORD, Kent</b><br/>G. Hayward &amp; Son Ltd.,<br/>117 &amp; 147, New Street.<br/>Phone: 334-5-6</p> <p><b>BANSTEAD</b><br/>Prospect Garage (Banstead) Ltd.,<br/>Brighton Road.<br/>Phone: BURG Heath 3392-3</p> <p><b>BARRY</b><br/>Vianetti (Garages) Ltd.,<br/>St. Alban.<br/>Phone: St. Alban 116</p> <p><b>BEXHILL-ON-SEA</b><br/>F. &amp; E. Clark,<br/>74, London Road.<br/>Phone: Bexhill 461</p> | <p><b>DOUGLAS VESPA</b></p> <p><b>ABERDEEN</b><br/>George Cheyne (Cycles) Ltd.,<br/>117 &amp; 147, Holburn Street.<br/>Phone: 50341</p> <p><b>ASHFORD, Kent</b><br/>G. Hayward &amp; Son Ltd.,<br/>117 &amp; 147, New Street.<br/>Phone: 334-5-6</p> <p><b>BANSTEAD</b><br/>Prospect Garage (Banstead) Ltd.,<br/>Brighton Road.<br/>Phone: BURG Heath 3392-3</p> <p><b>BARRY</b><br/>Vianetti (Garages) Ltd.,<br/>St. Alban.<br/>Phone: St. Alban 116</p> <p><b>BEXHILL-ON-SEA</b><br/>F. &amp; E. Clark,<br/>74, London Road.<br/>Phone: Bexhill 461</p>  | <p><b>JAWA-CEZETA</b></p> <p><b>LONDON, N.7</b><br/>Sole U.K. Concessionaires,<br/>Industria (London) Limited,<br/>205, Holloway Rd. North 6341/3</p> <p><b>LAMBRETTA</b></p> <p><b>ABERDEEN</b><br/>George Cheyne (Cycles) Ltd.,<br/>117 &amp; 147, Holburn Street.<br/>Phone: 50341</p> <p><b>BANSTEAD</b><br/>Prospect Garage (Banstead) Ltd.,<br/>Brighton Road.<br/>Phone: BURG Heath 3392-3</p> <p><b>BASINGSTOKE, Hants</b><br/>Fred G. Gled,<br/>May Place London Street.<br/>Phone: BASINGSTOKE 1326</p> <p><b>BECKENHAM, Kent</b><br/>Lilly (Beckham) Ltd.,<br/>167, Croydon Road.<br/>Phone: Beckenham 6094</p>   |

SCOOTER SPECIALISTS  
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| <b>BELFAST</b><br>Andrew Motor Cycle Depot,<br>Brooklyn Street.<br>Phone: 50747 & 47919 | <b>BIGGLESWADE, Beds</b><br>Byrants,<br>65, 27 & 72, 74, Sturmond St.<br>Phone: Biggleswade 5106 | <b>BIRMINGHAM, 6</b><br>Anton Auto Motors,<br>178-177, Aston Road.<br>Phone: Aston Cross 3201-3202 | <b>BOURNEMOUTH</b><br>Kneeborne Motors Ltd.,<br>322, Charnminster Road,<br>Phone: Winton 1502 | <b>BRISTOL</b><br>Porter's of Bristol,<br>79-100, Grosvenor Road.<br>Phone: 51535 & 9 | <b>BROMLEY, Kent</b><br>Johns & Brown,<br>268-272, High Street.<br>Phone: Ravensbourne 7713 | <b>CARDIFF</b><br>Robert Evans & Son,<br>29-30, Castle Street.<br>Phone: 27477 | <b>CHIPPENHAM, Wilts</b><br>Bos and Haines Ltd.,<br>Gusway.<br>Phone: Chippenham 2510 | <b>CORSHAM, Wilts</b><br>R. V. Holway & Son,<br>14, High Street.<br>Phone: Corsham 2500 | <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>9-10, Saxon Parade.<br>Phone: Enfield 9725 | <b>FAKENHAM, Norfolk</b><br>R. Carley,<br>Norwich Road Garage.<br>Phone: Fakenham 2293 | <b>HAMMERSMITH, W.4</b><br>F. Freeman (Hammersmith) Ltd.,<br>92, 94, 96, Hammersmith Bridge Rd.,<br>Phone: R1 Ferdy 2207 | <b>HAYWARDS HEATH</b><br>Stacia,<br>Faints the Broadway.<br>Phone: Haywards Heath 204 | <b>HOUNSLOW, Middx</b><br>Stanley's Motors (Est. 1902)<br>69-63, Lonsdale Road.<br>Phone: Hounslow 1549 | <b>KINGSBRIDGE, Devon</b><br>Wills Bros. (Motor Cycles),<br>Southside Garage.<br>Phone: Kingsbridge 2424 | <b>LINCOLN</b><br>Watts (Lincoln) Ltd.,<br>110, High Street.<br>Phone: Lincoln 2129 | <b>LIVERPOOL</b><br>The "Red" Cycle & Motor Co. Ltd.,<br>17-19, Renshaw Street.<br>Phone: Royal 6375 | <b>LONDON, W.4</b><br>R.S. Motors,<br>21A, High Road, Chiswick.<br>Phone: Chiswick 3644 | <b>LONDON, W.10</b><br>Hammer Motors Ltd.,<br>208, Leake's Grove,<br>Phone: Led 5708 | <b>LONDON, W.14</b><br>Smith & Hunter Ltd.,<br>278E, Kensington High Street,<br>Phone: Watford 5514, 6417 |
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| <b>LONDON, E.17</b><br>Porthams Cycles Ltd.,<br>55-59, Markham Rd., Walthamstow<br>Phone: Cappelwell 5178 | <b>LONDON, S.E.3</b><br>Deegrove Bros.,<br>14, Royal Parade, Blackheath.<br>Phone: Lee Green 7771 | <b>LONDON, S.E.6</b><br>Deegrove Bros.,<br>178-184, Brownhill Rd., Catford.<br>Phone: Rither Green 6585 | <b>LONDON, S.E.22</b><br>Pollins Motor Cycles,<br>84, Lordship Lane,<br>Phone: Fored Hill 2514 | <b>LONDON, S.E.24</b><br>The Sheed Scooter Co. Ltd.,<br>144, Newwood Road.<br>Phone: T1 Lee Hill 5292, 5639, 7378 | <b>MAIDENHEAD, Berks</b><br>Bob White,<br>13, York Road.<br>Phone: Maidenhead 3429 | <b>MALTON</b><br>Boswell's Motor Exchange,<br>Church Street, Barton.<br>Phone: Malton 178 | <b>MITCHAM</b><br>Lambert's Hire Services Ltd.,<br>70, Monarch Parade, London Rd.<br>Phone: Mitcham 6141/2 | <b>NEW OLLERTON, Notts</b><br>Lewis D. Alder,<br>Furze Road.<br>Phone: New Ollerton 516 | <b>NORWICH</b><br>Polaris Motor Co. Ltd.,<br>Aylham Road.<br>Phone: Norwich 45054 | <b>NOTTINGHAM</b><br>J. E. Neffell,<br>Newcastle Pillar St., Nuffall Rd.<br>Phone: 75511 | <b>PORTSLADE, Sussex</b><br>Boswell's Motors Ltd.,<br>123, Gardner Road.<br>Phone: Southwick 2935 | <b>PORTSMOUTH</b><br>F. W. Burnett & Sons,<br>Villem St. & St. James Rd., Southsea<br>Phone: Portsmouth 25339 | <b>PRESTON, Lancs</b><br>Lushams Garage Ltd.,<br>Charney Street.<br>Phone: Preston 6242 | <b>PURLEY, Surrey</b><br>Soots-Mobile Ltd.,<br>100% Lambretta: 66 & 68, High St.<br>Phone: Uplands 2038 | <b>READING, Berks</b><br>Slusher & Shepherd Ltd.,<br>131, Oxford Road.<br>Phone: Reading 53943 | <b>REIGATE, Surrey</b><br>Wray Park Garage Ltd.,<br>London Road.<br>Phone: Reigate 2203/4/5 | <b>ROMFORD</b><br>Romford Market Garage,<br>11A, Market Place.<br>Phone: Romford 46554 | <b>SHIPLEY, Yorks</b><br>Alan Jeffries,<br>139 Saltaire Road.<br>Phone: Shipley 54271 |
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| <b>SHREWSBURY</b><br>W. Wilkes,<br>Castle Foregate.<br>Phone: Shrewsbury 4334 | <b>SUTTON, Surrey</b><br>St. James' Garage (Sutton) Ltd.,<br>Cham Road.<br>Phone: Vigant 2385 | <b>TEDDINGTON, Middx</b><br>Palmer's of Teddington Ltd.,<br>81, Stanley Road.<br>Phone: Molesey 1636 | <b>TENTERDEN, Kent</b><br>Karl Park Motor Cycles,<br>West Green.<br>Phone: 487 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-120, Templehill.<br>Phone: Troon 905 | <b>WELLING, Kent</b><br>Alan Tru Motor Cycles,<br>78, Upper Witham Lane.<br>Phone: Welling 6943 | <b>WESTCLIFF-ON-SEA</b><br>J. Coates & Sons,<br>223-241, London Road.<br>Phone: Southend 42513 | <b>WIMBLEDON, S.W.19</b><br>Lambert's Hire Services Ltd.,<br>221-227 & 232, The Broadway.<br>Phone: Chiswick 2041/2/3 | <b>MAICO</b> | <b>LEEDS, 4</b><br>"The Motor Cycle Centre,"<br>(Bradford) Motors Ltd., 29-31,<br>Bradford Rd. Phone: 54261 (3 lines) | <b>LONDON, S.W.7</b><br>Miles (Great Britain) Limited,<br>51A, Gloucester Road.<br>Phone: Farnham 4515-9 | <b>ST. ALBANS, Herts</b><br>Charles Motor Depot,<br>184, London Road.<br>Phone: 183 | <b>MANURHIN</b> | <b>ISLEWORTH, Middx</b><br>A.P.N. Ltd.,<br>Falcon Works, 400, London Rd.<br>Phone: Hounslow 8611 | <b>PORTSMOUTH</b><br>Fankhurst (Weymouth) Ltd.,<br>202, London Road.<br>Phone: Portsmouth 63374 | <b>MOBY</b> | <b>LONDON, S.W.9</b><br>Pride & Clarke Ltd.,<br>185, Stockwell Road.<br>Phone: Brixton 6981 | <b>MOTOBECANE</b> | <b>ACTON TOWN, W.3</b><br>K.V.P. Motors Ltd.,<br>2, Central Parade.<br>Phone: Acton 6905 |
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| <b>BRADFORD, Yorks</b><br>Brook Lister,<br>121, Bridge Street.<br>Phone: 25966 | <b>N.S.U.</b> | <b>ABERDEEN</b><br>Gordon Chayne (Cycles) Ltd.,<br>117 & 147, Balgair Street.<br>Phone: 58141 | <b>ACTON TOWN, W.3</b><br>K.V.P. Motors Ltd.,<br>2, Central Parade.<br>Phone: Acton 6905 | <b>BATH</b><br>R. V. Holway & Son,<br>9, Barton Street.<br>Phone: Bath 2054/54101 | <b>BIRMINGHAM, 6</b><br>Anton Auto Motors,<br>178-177, Aston Road.<br>Phone: Aston Cross 3192/3990 | <b>BROMLEY, Kent</b><br>Johns & Brown,<br>268-272, High Street.<br>Phone: Ravensbourne 7713 | <b>CHIPPENHAM, Wilts</b><br>Bos and Haines Ltd.,<br>Gusway.<br>Phone: Chippenham 2510 | <b>CORSHAM, Wilts</b><br>R. V. Holway & Son,<br>14, High Street.<br>Phone: Corsham 2500 | <b>HAMMERSMITH, W.4</b><br>F. Freeman (Hammersmith) Ltd.,<br>92, 94, 96, Hammersmith Bridge Rd.<br>Phone: R1 Ferdy 2207 | <b>HOUNSLOW, Middx</b><br>Stanley's Motors (Est. 1902)<br>69-63, Lonsdale Road.<br>Phone: Hounslow 1549 | <b>ICKENHAM, Middx</b><br>Alan Gills,<br>5-8, Parkhill Parade.<br>Phone: Epsley 9779 | <b>LONDON, W.4</b><br>R. S. Motors,<br>21A, High Road, Chiswick.<br>Phone: Chiswick 3644 | <b>LONDON, N.W.1</b><br>W. S. Hammersley Ltd.,<br>115-119, Hammersmith Rd.<br>Phone: Potten 6995 | <b>LONDON, S.E.3</b><br>Deegrove Bros.,<br>18, Royal Parade, Blackheath.<br>Phone: Lee Green 7771 | <b>LONDON, S.E.6</b><br>Deegrove Bros.,<br>178-184, Brownhill Rd., Catford.<br>Phone: Rither Green 6585 | <b>NORWICH</b><br>Polaris Motor Co. Ltd.,<br>Aylham Road.<br>Phone: Norwich 45054 | <b>PETERSFIELD, Hants</b><br>Bart. Towner,<br>69-44, Deane Road.<br>Phone: Petersfield 61 | <b>TROWBRIDGE, Wilts</b><br>R. V. Holway & Son,<br>22, Ballard Street.<br>Phone: Trowbridge 3601 |
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| <b>SHIPLEY, Yorks</b><br>Alan Jeffries,<br>139 Saltaire Road.<br>Phone: Shipley 54271 | <b>ST. ALBANS, Herts</b><br>Charles Motor Depot,<br>184, London Road.<br>Phone: 183 | <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-120, Templehill.<br>Phone: Troon 905 | <b>PARILLA</b> | <b>LONDON, E.17</b><br>Hos Street Garage Ltd.,<br>614-618, Hos St., Walthamstow.<br>Phone: Cappelwell 1710 | <b>PRIOR</b> | <b>BRISTOL, 4</b><br>S. J. Fair Motors Ltd.,<br>701-3, Cheltenham Road.<br>Phone: 68235 | <b>LIVERPOOL</b><br>The "Red" Cycle & Motor Co. Ltd.,<br>17-19, Renshaw Street.<br>Phone: Royal 6375 | <b>OXFORD</b><br>Temple's,<br>55, Park End Street.<br>Phone: Oxford 47195 | <b>PROGRESS</b> | <b>LONDON, E.17</b><br>Hos Street Garage Ltd.,<br>614-618, Hos St., Walthamstow.<br>Phone: Cappelwell 1710 | <b>PUCH</b> | <b>BIRMINGHAM</b><br>Hyland Crows Ltd.,<br>279, Bloombury St., Rushville.<br>Phone: Aston Cross 3120 | <b>SUN</b> | <b>ILKESSTON, Derbys</b><br>Ray Gumble,<br>Polkham Street.<br>Phone: Ilkerton 877 | <b>ST. ALBANS, Herts</b><br>Charles Motor Depot,<br>184, London Road.<br>Phone: 183 | <b>TERROT</b> | <b>HAIDSTONE</b><br>Water Motor Exchange,<br>Kestelbridge Street.<br>Phone: 3201 | <b>TRIUMPH</b> | <b>PARKSTONE Dorset</b><br>Bob Foster,<br>Adrian Road, Poole.<br>Phone: Parkstone 3200 |
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## MOPED SPECIALISTS

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| <b>BINETTA</b><br><b>BRISTOL, 4</b><br>Jim Whittle Ltd.,<br>199 Cheltenham Road.<br>Phone: 44610 | <b>BIKETTA</b><br>CONTINUED<br><b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>9-10, Saxon Parade.<br>Phone: Enfield 9725 | <b>BOWN</b><br><b>HAYWARDS HEATH</b><br>Stacia,<br>Faints the Broadway.<br>Phone: Haywards Heath 204 | <b>BOWN</b><br>CONTINUED<br><b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-120, Templehill.<br>Phone: Troon 905 | <b>CYCLEMASTER</b><br><b>GRAVESEND</b><br>Ray J. Carley,<br>181, Parson's Road, Poole.<br>Phone: 7880 |
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| <b>HERCULES</b>   |
| LONDON, N.W.18<br>Also Jackson Motor Export Ltd.,<br>1908, Barrow Rd., Enfield Green.<br>Phone: Ladbroke 2793 |
| <b>ITOM</b>   |
| BRADFORD, YORKS<br>Brook Lister,<br>181, Bridon Street.<br>Phone: 22986                                       |
| LONDON, S.E.12<br>A. H. Tooley,<br>Station Garage, Burnt Ash Hill.<br>Phone: Lee 2574                         |
| LONDON, S.W.9<br>"Admiral" Sole Commissionaires,<br>61 Gresham Road.<br>Phone: Rotherhithe 7073               |
| <b>MOBYLETTE</b>  |
| ACTON TOWN, W.3<br>K.V.P. Motors Ltd.,<br>3, Central Parade.<br>Phone: Acton 6095                             |
| BOURNEMOUTH<br>Kenbourne Motors Ltd.,<br>280, Chichester Road.<br>Phone: Weston 1592                          |

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| <b>MOBYLETTE</b><br>CONTINUED  |
| BRISTOL, 6<br>Jim Whalley Ltd.,<br>196, Charlton Road.<br>Phone: 44510                 |
| BROMLEY, Kent<br>Johnson & Brown,<br>208-278, High Street.<br>Phone: Ravensbourne 7715 |
| LINCOLN<br>Wool (Lincoln) Ltd.,<br>116, High St.<br>Phone: Lincoln 21362               |
| LIVERPOOL<br>CUNDLE'S<br>41 & 61, Byron Street.<br>Phone: 4145                         |
| LONDON, N.W.4<br>H. J. Rogers,<br>41, Church Road, Hendon.<br>Phone: Sun 1103          |
| LONDON, S.E.12<br>A. H. Tooley,<br>Station Garage, Burnt Ash Hill.<br>Phone: Lee 2574  |
| LONDON, S.W.9<br>Pride & Clark Ltd.,<br>136, Stockwell Road.<br>Phone: Brixton 6201    |

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| <b>OXFORD</b><br>Tough's,<br>35, Park End Street.<br>Phone: Oxford 47496                      |
| <b>SLOUGH, Bucks</b><br>Len Jones,<br>260, Bath Road West.<br>Phone: Burnham 1057             |
| <b>LAMBRETTA</b>  |
| ENFIELD<br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>9-10, Savoy Parade.<br>Phone: Enfield 2705 |
| <b>N.S.U.</b>   |
| ABERDEEN<br>George Geyze (Cycles) Ltd.,<br>117 & 147, Nuburn Street.<br>Phone: 60541          |
| ACTON TOWN, W.3<br>K.V.P. Motors Ltd.,<br>3, Central Parade.<br>Phone: Acton 6095             |
| <b>BATH</b><br>R. U. Holloway & Son,<br>9, Barton Street.<br>Phone: Bath 5064/64101           |

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| <b>CORSHAM, Wilts</b><br>R. U. Holloway & Son,<br>14, High Street.<br>Phone: Corsham 2308                                |
| <b>ENFIELD</b><br>D. J. Shepherd & Co. (Enfield) Ltd.,<br>9-10, Savoy Parade.<br>Phone: Enfield 2705                     |
| <b>HAMMERSMITH, W.4</b><br>F. Freeman (Hammersmith) Ltd.,<br>95, 94, 96, Hammersmith Bridge Rd.<br>Phone: RIVERside 2767 |
| <b>LIVERPOOL</b><br>The "See" Cycle & Motor Co. Ltd.,<br>17-18, Henshaw Street.<br>Phone: Regal 6378                     |
| <b>LONDON, N.W.1</b><br>W. E. Humphreys Ltd.,<br>116-120, Hampstead Road.<br>Phone: Euston 3206                          |
| <b>NUNEATON</b><br>H. P. Carter Ltd.,<br>11, Bond Gate.<br>Phone: 5104   |
| <b>PETERSFIELD, Hants</b><br>Burt Toulton,<br>42-44, Dragon Road.<br>Phone: Petersfield 44                               |
| <b>TROON, Ayrshire</b><br>Cooper Bros.,<br>117-120, Tynephill.<br>Phone: Troon 938                                       |

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| <b>TROWBRIDGE, Wilts</b><br>R. U. Holloway & Son,<br>22, Walford Street.<br>Phone: Trowbridge 2008                       |
| <b>NORMAN</b>  |
| <b>HAMMERSMITH, W.4</b><br>F. Freeman (Hammersmith) Ltd.,<br>95, 94, 96, Hammersmith Bridge Rd.<br>Phone: RIVERside 2767 |
| <b>LIVERPOOL</b><br>The "See" Cycle & Motor Co. Ltd.,<br>17-18, Henshaw Street.<br>Phone: Regal 6378                     |
| <b>PHILLIPS</b>  |
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